Final

Transportation/Traffic Study for the Fallon Range Training Complex

May 2019

LIST OF ACRONYMS AND ABBREVIATIONS

ATR	Automatic Traffic Recorder
B-16	Bravo-16 Range
B-17	Bravo-17 Range
B-19	Bravo-19 Range
B-20	Bravo-20 Range
FRTC	Fallon Range Training Complex
HCM	Highway Capacity Manual
LOS	Level of Service
Navy	Department of the Navy
NAS	Naval Air Station
NDOT	Nevada Department of Transportation
OHV	off-highway vehicle
PSI	Present Serviceability Index
SR	State Route
TRB	Transportation Research Board
TRINA	Traffic Information Access
US	U.S. Highway

Final

TRANSPORTATION/TRAFFIC STUDY FOR THE FALLON RANGE TRAINING COMPLEX, NEVADA

TABLE OF CONTENTS

Page

LIST OF ACRONYMS AND ABBREVIATIONS ..... inside front cover

EXECUTIVE SUMMARY ES-1

CHAPTER 1 INTRODUCTION 1-1

1.1 Location and Description of the Proposed Action 1-1
1.2 Proposed Circulation Network Changes 1-2
1.3 Traffic Analysis Scenarios 1-2

CHAPTER 2 EXISTING CONDITIONS 2-1

2.1 Study Area 2-1
2.2 Traffic Data Collection 2-1
2.2.1 Intersections 2-1
2.2.2 Recreational Traffic 2-9
2.2.3 Range Access Gates 2-9
2.3 Traffic Analysis Methods 2-14
2.3.1 Intersection LOS 2-15
2.3.2 Roadway Segment LOS 2-15
2.4 Existing Capacity Analysis Results 2-16
2.5 Existing Pavement Conditions 2-16

CHAPTER 3 PROPOSED NETWORK CHANGES 3-1

3.1 SR 839 Replacement Option Access Intersections 3-1
3.1.1 US 95/Rawhide Road - Replacement Road Option 1 3-1
3.1.2 US 50/SR 839 Replacement Road Option 2 3-3
3.1.3 US 50/Macari Lane – Replacement Road Option 3 3-3
3.1.4 Existing SR 839 3-4
3.2 SR 361 Replacement Option 3-5
3.2.1 SR 361 - Replacement Road Option 4 3-5
3.2.2 Existing SR 361 3-5
3.3 SR 839 and SR 361 Replacement Options Minimum Design Criteria 3-7
3.4 Planned and Programmed Improvements by Others 3-7
3.4.1 Interstate 11 (“Mountain West Corridor”) 3-7
3.4.2 Other Projects 3-7

CHAPTER 4 FUTURE CONDITIONS 4-1

4.1 Baseline Traffic Volumes 4-1
4.2 No Action Alternative Traffic Volumes 4-9
4.3 Redistribution of Traffic 4-9

CHAPTER 5 CAPACITY ANALYSIS RESULTS 5-1
5.1 Baseline Conditions 5-1
5.2 No Action Alternative 5-2
5.3 Baseline Plus Option 1 5-4
5.3.1 Travel Distance Impacts 5-6
5.4 Baseline Plus Option 2 5-7
5.4.1 Travel Distance Impacts 5-8
5.5 Baseline Plus Option 3 5-8
5.5.1 Travel Distance Impacts 5-10
5.6 Baseline Plus Option 4 5-10
5.6.1 Travel Distance Impacts 5-12
CHAPTER 6 LIST OF REFERENCES 6-1

List of Figures

Figure **Page**
ES-1 SR 839 Replacement Options ES-3
ES-2 SR 361 Replacement Options ES-4
1-1 Vicinity Map Under Alternatives 1 and 2 1-3
1-2 Vicinity Map Under Alternative 3 1-4
2-1 Intersection and Gate Count Locations 2-3
2-2A Intersection and Gate Locations, Northern Subarea 2-5
2-2B Intersection and Gate Locations, Southwestern Subarea 2-6
2-2C Intersection and Gate Locations, Southeastern Subarea 2-7
2-3 NDOT Automatic Traffic Recorder Count Stations used for Seasonal Adjustments 2-8
2-4A Existing Intersection Turning Movement Volumes, Northern Subarea 2-10
2-4B Existing Intersection Turning Movement Volumes, Southwestern Subarea 2-11
2-4C Existing Intersection Turning Movement Volumes, Southeastern Subarea 2-12
2-4D Existing Intersection Turning Movement Volumes, Southeastern Subarea 2-13
2-5A Intersection Lane Geometry and Traffic Control 2-17
2-5B Intersection Lane Geometry and Traffic Control 2-18
3-1 SR 839 Replacement Options 3-2
3-2 SR 361 Replacement Option 3-6
4-1A NDOT Count Stations Used for Traffic Projections, Northern Subarea 4-2
4-1B NDOT Count Stations Used for Traffic Projections, Southwestern Subarea 4-3
4-1C NDOT Count Stations Used for Traffic Projections, Southeastern Subarea 4-4
4-2A Baseline Intersection Turning Movement Volumes, Northern Subarea 4-5
4-2B Baseline Intersection Turning Movement Volumes, Southwestern Subarea 4-6
4-2C Baseline Intersection Turning Movement Volumes, Southeastern Subarea 4-7

4-2D Baseline Intersection Turning Movement Volumes, Southeastern Subarea 4-8
4-3A No Action Intersection Turning Movement Volumes, Northern Subarea 4-11
4-3B No Action Intersection Turning Movement Volumes, Southwestern Subarea 4-12
4-3C No Action Intersection Turning Movement Volumes, Southeastern Subarea 4-13
4-3D No Action Intersection Turning Movement Volumes, Southeastern Subarea 4-14
4-4A Baseline Plus Option 1 Intersection Turning Movement Volumes, Northern Subarea 4-15
4-4B Baseline Plus Option 1 Intersection Turning Movement Volumes, Southwestern Subarea 4-16
4-4C Baseline Plus Option 1 Intersection Turning Movement Volumes, Southeastern Subarea 4-17
4-4D Baseline Plus Option 1 Intersection Turning Movement Volumes, Southeastern Subarea 4-18
4-5A Baseline Plus Option 2 Intersection Turning Movement Volumes, Northern Subarea 4-19
4-5B Baseline Plus Option 2 Intersection Turning Movement Volumes, Southwestern Subarea 4-20
4-5C Baseline Plus Option 2 Intersection Turning Movement Volumes, Southeastern Subarea 4-21
4-5D Baseline Plus Option 2 Intersection Turning Movement Volumes, Southeastern Subarea 4-22
4-6A Baseline Plus Option 3 Intersection Turning Movement Volumes, Northern Subarea 4-23
4-6B Baseline Plus Option 3 Intersection Turning Movement Volumes, Southwestern Subarea 4-24
4-6C Baseline Plus Option 3 Intersection Turning Movement Volumes, Southeastern Subarea 4-25
4-6D Baseline Plus Option 3 Intersection Turning Movement Volumes, Southeastern Subarea 4-26
4-7A Baseline Plus Option 4 Intersection Turning Movement Volumes, Northern Subarea 4-27
4-7B Baseline Plus Option 4 Intersection Turning Movement Volumes, Southwestern Subarea 4-28
4-7C Baseline Plus Option 4 Intersection Turning Movement Volumes, Southeastern Subarea 4-29
4-7D Baseline Plus Option 4 Intersection Turning Movement Volumes, Southeastern Subarea 4-30

List of Tables

Table		Page
ES-1	Summary of Intersection LOS, all Traffic Conditions	ES-5
ES-2	Summary of Roadway Segment LOS, all Traffic Conditions	ES-6
ES-3	Existing and Proposed Travel Distances	ES-7
2-1	Seasonal Adjustment Factors	2-9
2-2	Typical Traffic Volumes Accessing Ranges B-16, B-17, and B-20	2-14
2-3	Traffic Conditions Associated with LOS Ratings	2-14
2-4	Intersection LOS Delay Thresholds, Two-Way Stop Controlled Intersections	2-15
2-5	Roadway Segment LOS Thresholds, by Classification	2-15
2-6	Existing Intersection LOS	2-19
2-7	Existing Roadway Segment LOS	2-20
4-1	Traffic Growth Trends by Subarea	4-1
5-1	Baseline Intersection LOS	5-1
5-2	Baseline Roadway Segment LOS	5-2
5-3	No Action Alternative Intersection LOS	5-3
5-4	No Action Alternative Roadway Segment LOS	5-4
5-5	Baseline Plus Option 1 Intersection LOS	5-5
5-6	Baseline Plus Option 1 Roadway Segment LOS	5-6
5-7	Baseline Plus Option 2 Intersection LOS	5-7
5-8	Baseline Plus Option 2 Roadway Segment LOS	5-8
5-9	Baseline Plus Option 3 Intersection LOS	5-9
5-10	Baseline Plus Option 3 Roadway Segment LOS	5-10
5-11	Baseline Plus Option 4 Intersection LOS	5-11
5-12	Baseline Plus Option 4 Roadway Segment LOS	5-12

List of Appendices

Appendix A Intersection Counts
Appendix B Gate Counts
Appendix C Intersection Worksheets
Appendix D Roadway Worksheets
Appendix E Roads to be Closed
Appendix F Site Photography
Appendix G OHV Counts

EXECUTIVE SUMMARY

The Fallon Range Training Complex (FRTC) is located in northern Nevada and encompasses approximately 202,000 acres of Department of the Navy (Navy)-managed land and 12,256 square nautical miles of airspace. Land areas include training ranges and areas, live-ordnance impact areas, instrumentation and targets, and Electronic Warfare training systems. The FRTC airspace overlies large parts of Churchill, Lander, and Eureka Counties, as well as small portions of Pershing County in the north, Nye County in the south, Mineral County in the southwest, and Lyon County in the west. U.S. Highway (US) 50 bisects the FRTC and is the main east-west transportation route through the complex. The FRTC works in combination with Naval Air Station Fallon.

The Proposed Action is to modernize the FRTC, which includes the following:

- Renew the current public land withdrawal of 202,864 acres expiring in November 2021
- Withdraw and reserve for military use approximately 618,727 acres of additional federal land
- Acquire approximately 65,159 acres of non-federal land
- Expand associated Special Use Airspace dimensions and reconfigure existing airspace
- Use the entire modernized FRTC to conduct aviation and ground training of the same general types and at the same tempos as analyzed in Alternative 2 of the 2015 Military Readiness Activities at Fallon Range Training Complex, Nevada Final Environmental Impact Statement
- Modify range infrastructure to support modernization

While the Navy strives to maintain access to public areas whenever possible, some access restrictions are necessary for public safety. The proposal for each training range under Alternatives 1 and 2 is as follows:

- Bravo-16 Range (B-16): range expansion to the west of approximately 32,201 acres. Entire range would be closed and restricted from public use.
- Bravo-17 Range (B-17): range expansion to the south of approximately 178,013 acres. Entire range would be closed and restricted from public use, although the Dixie Valley Training Area to the north would be open.
- Bravo-19 Range (B-19): includes 29,012 acres of the total acres proposed for land withdrawal renewal. No new expansion would be required for Bravo-19 or the Shoal Site.
- Bravo-20 Range (B-20): range expansion in all directions totaling approximately 180,329 acres. Entire range would be closed and restricted from public use.

The proposal for each training range under Alternative 3 is as follows (note, B-19 remains the same under this alternative):

- B-16: range expansion to the west of approximately 31,836 acres. Entire range would be closed and restricted from public use.
- B-17: range expansion and reconfiguration to the southeast of approximately 212,661 acres. Entire range would be closed and restricted from public use, although the Dixie Valley Training Area to the north would be open.
- B-20: range expansion in all directions totaling approximately 247,718 acres. Entire range would be closed and restricted from public use.

The Proposed Action would necessitate the permanent closure of public roadways, including rural roads, four-wheel drive vehicle accessible trails, and a highway operated and maintained by the Nevada

Department of Transportation (NDOT). The most notable roadway closures would include portions of Pole Line Road, an east/west unpaved road that passes to the north of B-20 in northern Churchill County; Sand Canyon Road, an east/west unpaved road that traverses the existing B-16 range in western Churchill County; State Route (SR) 839, a north/south running paved highway located to the west of B-17; or a portion SR 361, a north/south running paved highway located east of B-17. The Navy proposes to construct a new paved highway in the place of SR 839 or SR 361 as mitigation for the proposed closure or reconfiguration of either route. Three alternative alignment options are being considered for the replacement of SR 839 for the purposes of this study. As shown in Figure ES-1, Option 1 would extend westward from Ryan Canyon Road[1] to US 95, passing through the Walker River Indian Reservation before connecting to US 95 at Rawhide Road. Option 2 would extend to the north and west from Ryan Canyon Road to US 50, connecting to US 50 to the east of Sand Mountain Road. Finally, Option 3 would run to the west and north from Ryan Canyon Road to US 50, connecting at Macari Lane. Figure ES-2 presents the proposed alignment for the replacement of the portion of SR 361 that, for the purposes of this study, is analyzed as Option 4. The replacement roadway analyzed would curve to the east, where the existing road curves to the west, and would be approximately the same length (11.5 miles for the replacement roadway versus 12 miles in the current alignment).

This Transportation/Traffic Study evaluated peak hour intersection and roadway segment traffic conditions for the following scenarios:

1. Existing
2. Baseline[2]
3. No Action
4. Baseline Plus Option 1
5. Baseline Plus Option 2
6. Baseline Plus Option 3
7. Baseline Plus Option 4

The analysis used Highway Capacity Manual procedures to determine Level of Service (LOS) for intersections and roadway segments. LOS is a method used to rate the performance of streets, intersections, and other highway facilities based on factors such as vehicle delay, vehicle speed, and vehicle density. LOS rates performance on a scale of A to F, with LOS A reflecting free-flowing conditions and LOS F representing heavily congested conditions. In general, LOS C is considered an acceptable performance standard in rural and undeveloped areas, while LOS D is commonly acceptable in more urbanized areas. LOS E and F represent highly congested conditions and are usually considered to be unacceptable.

Because the Proposed Action would not result in any incremental increase in existing traffic generation, its traffic impacts would arise from the redistribution of traffic from their current routes to other roadways due to the closure of existing public roads. Table ES-1 depicts intersection LOS for all conditions, while Table ES-2 shows LOS for roadway segments. As shown, traffic conditions under all analysis scenarios would be characterized by LOS C or better during both peak hours, with the sole exception of the US 95/Wildes Road/Scheckler Road intersection, which would experience LOS D conditions during both peak hours under the Baseline Plus Option 1 scenario.

[1] Ryan Canyon Road is a locally maintained unpaved road that extends southward from the southern terminus of SR 839 in northern Mineral County. SR 839 terminates approximately 4 miles south of the Churchill County/Mineral County border.

[2] This is assumed to be the year 2022, the projected completion date of the proposed modernization.

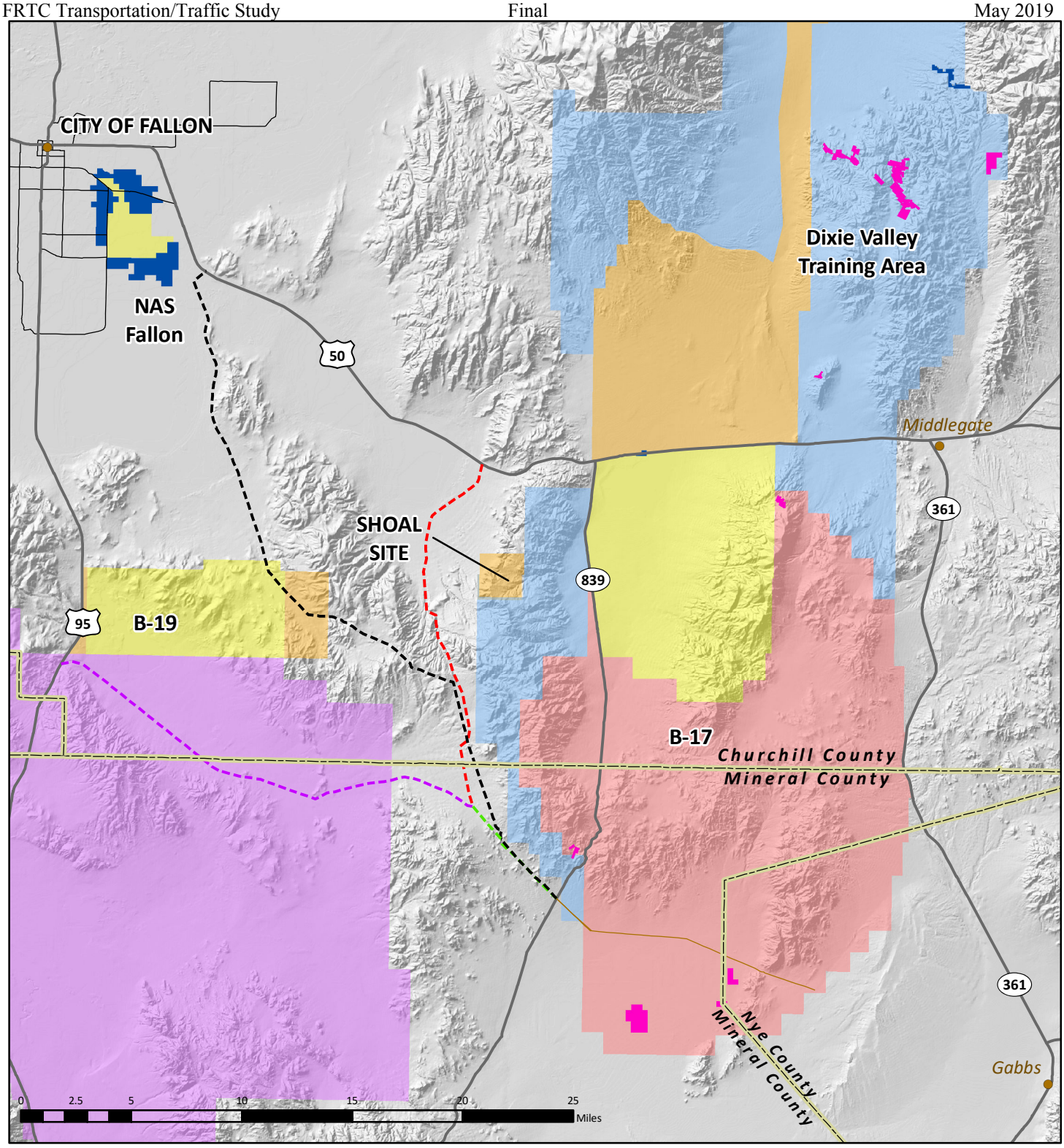


Figure ES-1. SR 839 Replacement Options

Interstate Highway
US Highway
State Route
City
County Boundary
Highway
Major Road

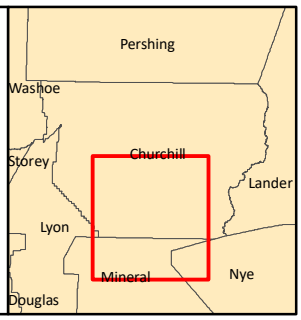
SR 839 Replacement Options
Option 1
Option 2
Common to Options 1 and 2
Option 3

Existing Withdrawal
Closed to the Public
Open to the Public
Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Navy Owned Land
Non-Federal Land
Walker River Indian Reservation

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

N



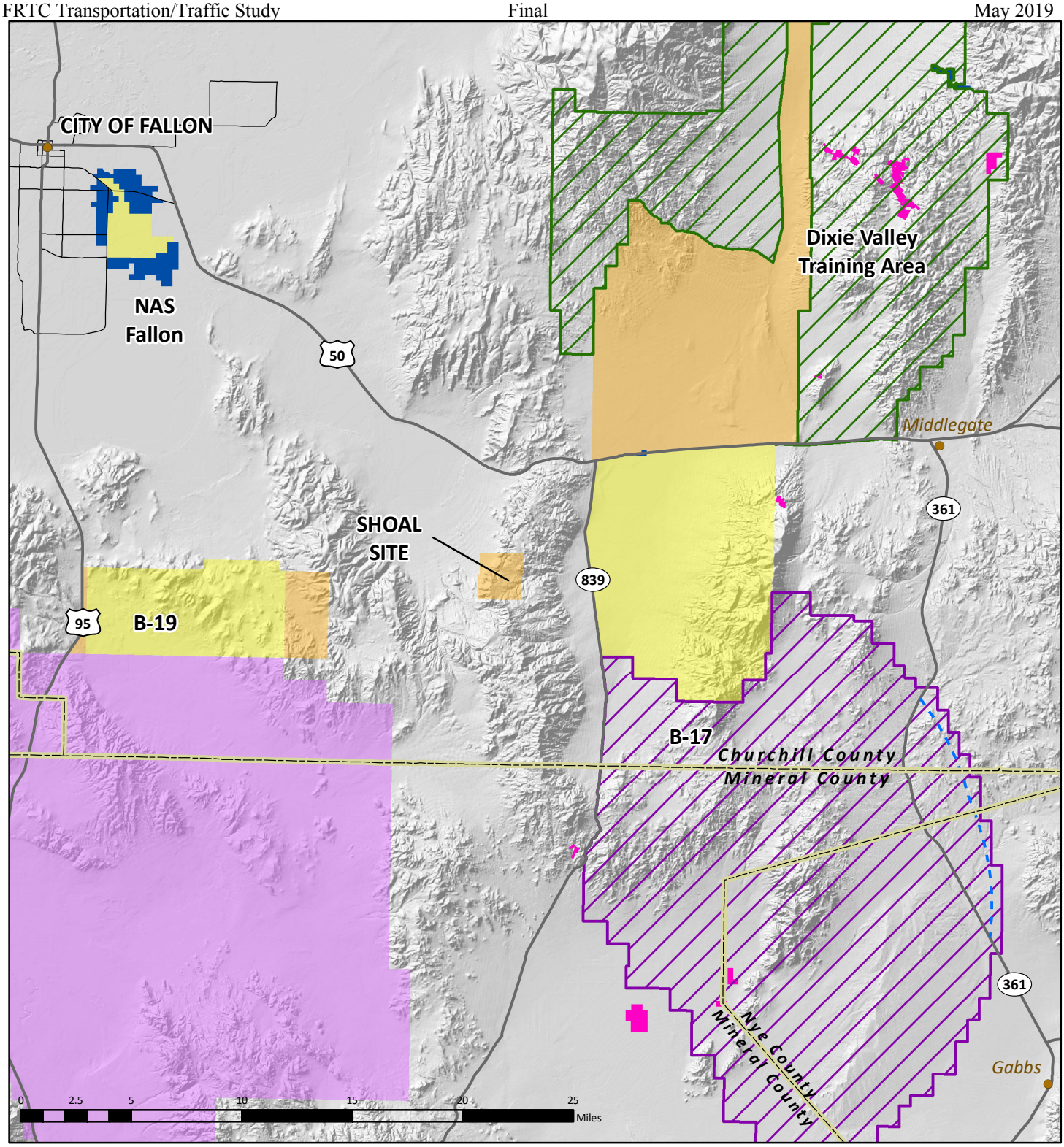


Figure ES-2. SR 361 Replacement Option

Interstate Highway
US Highway
State Route
City
County Boundary
Highway
Major Road

SR 361 Replacement Option
Option 4

Existing Withdrawal
Closed to the Public
Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

Navy Owned Land
Non-Federal Land
Walker River Indian Reservation

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

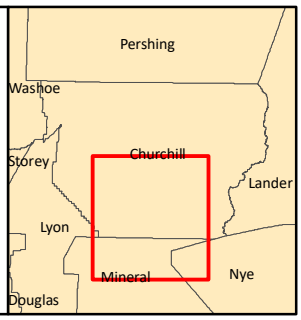


Table ES-1. Summary of Intersection LOS, all Traffic Conditions

	Intersection	Existing				Baseline				No Action				Baseline Plus Option 1				Baseline Plus Option 2				Baseline Plus Option 3				Baseline Plus Option 4			
		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)
Northern Subarea																													
1	Pole Line Road/Lovelock Cave Back Country Byway	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
2	Pole Line Road/B-20 Range access road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
3	East County Road/unnamed rural road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
4	US 95/Pole Line Road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
21	East County Road/Poco Canyon Road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
Southwestern Subarea																													
5	Lone Tree Road/Solias Road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
6	Sand Canyon Road/B-16 Range access road	7.2	A	0.0	A	7.2	A	0.0	A	7.2	A	0.0	A	7.2	A	0.0	A	7.2	A	0.0	A	7.2	A	0.0	A	0.0	A	0.0	A
7	B-16 Intersection 2	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
8	US 95/Rawhide Road (SR 839 Replacement Option 1)	0.0	A	8.7	A	0.0	A	8.7	A	0.0	A	8.7	A	8.7	A	8.8	A	0.0	A	8.7	A	0.0	A	8.7	A	0.0	A	8.7	A
9	US 95/Union Lane	10.9	B	10.2	B	11.0	B	10.2	B	10.9	B	10.2	B	11.3	B	10.5	B	11.0	B	10.2	B	11.0	B	10.2	B	11.0	B	10.2	B
10	US 95/Wildes Road/Scheckler Road	20.2	C	23.1	C	24.6	C	24.6	C	23.9	C	24.2	C	26.2	D	27.3	D	24.6	C	24.6	C	24.6	C	24.6	C	24.6	C	24.9	C
11	US 50/Crook Road	10.4	B	11.1	B	10.4	B	11.3	B	10.4	B	11.2	B	10.3	B	11.2	B	10.4	B	11.3	B	10.4	B	11.3	B	10.4	B	11.3	B
12	US 50/Macari Lane (SR 839 Replacement Option 3)	8.5	A	9.1	A	8.6	A	9.2	A	8.6	A	9.2	A	8.6	A	9.2	A	8.6	A	9.2	A	8.8	A	9.1	A	8.6	A	9.2	A
20	US 95/Top Gun Road	9.3	A	8.8	A	9.3	A	8.8	A	9.3	A	8.8	A	9.5	A	9.0	A	9.3	A	8.9	A	9.3	A	8.9	A	9.3	A	8.9	A
Southeastern Subarea																													
13	US 95/Sand Mountain Road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
14	US 50/SR 839 Replacement Option 2	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	9.0	A	9.3	A	0.0	A	0.0	A	0.0	A	0.0	A
15	US 50/SR 839	8.8	A	9.1	A	8.9	A	9.3	A	8.9	A	9.3	A	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	8.9	A	9.3	A
16	US 50/SR 121	8.5	A	8.7	A	8.5	A	8.8	A	8.5	A	8.8	A	8.5	A	8.8	A	8.5	A	8.8	A	8.5	A	8.8	A	8.5	A	8.8	A
17	US 50/Earthquake Fault Road	0.0	A	9.0	A	0.0	A	9.0	A	0.0	A	9.0	A	0.0	A	9.0	A	0.0	A	9.0	A	0.0	A	9.0	A	0.0	A	9.0	A
18	SR 839/unnamed rural road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	0.0	A	0.0	A
19	Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2)	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	7.3	A	0.0	A	0.0	A	0.0	A	0.0	A
22	US 50/SR 361	8.8	A	9.1	A	8.9	A	9.2	A	8.8	A	9.2	A	8.9	A	9.2	A	8.9	A	9.2	A	8.9	A	9.2	A	8.9	A	9.1	A
23	SR 844/SR 361	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A	8.5	A

Notes: (a) Delay is measured in seconds per vehicle; (b) LOS calculations from Highway Capacity Manual (Transportation Research Board 2010) methods, and performed using Synchro 10; c) Intersection would be removed as part of the Proposed Action.

Table ES-2. Summary of Roadway Segment LOS, all Traffic Conditions

Class I Two-Lane Highways																
Roadway Segment	Existing				Baseline				No Action				Baseline Plus Option 1			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]
US 50, west of Macari Lane	66.2	A	65.9	A	66.1	A	65.7	A	66.2	A	65.8	A	66.1	A	65.8	A
US 50, west of Sand Mountain Road	65.8	A	65.2	A	65.6	A	64.7	A	65.6	A	64.8	A	65.6	A	64.8	A
US 50, west of SR 839	66.1	A	65.3	A	66.0	A	64.9	A	66.0	A	64.9	A	66.0	A	65.5	A
US 50, west of SR 121	66.4	A	66.0	A	66.3	A	65.9	A	66.3	A	65.9	A	66.3	A	65.9	A
SR 839, south of US 50	61.9	A	61.8	A	61.8	A	61.7	A	61.9	A	61.7	A	[d]	[d]	[d]	[d]
US 95, south of Rawhide Road	65.7	A	65.7	A	65.7	A	65.7	A	65.7	A	65.7	A	65.7	A	65.7	A
SR 361, south of US 50	62.0	A	61.9	A	62.0	A	61.9	A	62.0	A	61.9	A	62.0	A	61.9	A
Class III Two-Lane Highways																
Roadway Segment	Existing				Baseline				No Action				Baseline Plus Option 1			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]
US 50, west of Crook Road	90.9	B	90.8	B	90.6	B	89.6	B	90.8	B	89.8	B	90.8	B	89.8	B
US 95, south of Union Lane	95.0	A	94.2	A	94.8	A	94.0	A	94.9	A	94.1	A	94.0	A	93.2	A
US 95, south of Scheckler Road	91.4	B	89.7	B	91.2	B	89.5	B	91.4	B	89.6	B	90.5	B	88.8	B

Class I Two-Lane Highways												
Roadway Segment	Baseline Plus Option 2				Baseline Plus Option 3				Baseline Plus Option 4			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]
US 50, west of Macari Lane	66.1	A	65.7	A	66.1	A	65.7	A	66.2	A	65.8	A
US 50, west of Sand Mountain Road	65.6	A	64.7	A	65.6	A	65.3	A	65.7	A	65.0	A
US 50, west of SR 839	66.0	A	65.5	A	66.0	A	65.5	A	66.0	A	65.1	A
US 50, west of SR 121	66.3	A	65.9	A	66.3	A	65.9	A	66.4	A	65.9	A
SR 839, south of US 50	[d]	[d]	[d]	[d]	[d]	[d]	[d]	[d]	61.8	A	61.7	A
US 95, south of Rawhide Road	65.7	A	65.7	A	65.7	A	65.7	A	65.7	A	65.7	A
SR 361 south of US 50	62.0	A	61.9	A	62.0	A	61.9	A	62.0	A	61.9	A
Class III Two-Lane Highways												
Roadway Segment	Baseline Plus Option 2				Baseline Plus Option 3				Baseline Plus Option 4			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]		Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]
US 50, west of Crook Road	90.6	B	89.6	B	90.6	B	89.6	B	90.8	B	89.9	B
US 95, south of Union Lane	94.8	A	94.0	A	94.0	A	93.2	A	95.0	A	94.3	A
US 95, south of Scheckler Road	91.2	B	89.5	B	90.5	B	88.8	B	89.7	B	91.6	B

Notes: (a) Delay is measured in seconds per vehicle.
(b) LOS calculations from Highway Capacity Manual (Transportation Research Board 2010) methods, and performed using the Highway Capacity Software.
(c) In percent
(d) Segment would be removed as part of the Proposed Action.

Under Option 1, the redistribution of existing and projected future traffic from SR 839 would result in a drop from LOS C to LOS D in the afternoon peak hour at the US 95/Wildes Road/Scheckler Road intersection. Diverted traffic traveling between the Option 1 intersection with US 95 and Fallon would pass through this intersection, incrementally increasing the delay for motorists approaching the intersection via Wildes Road and Scheckler Road by approximately 2.6 seconds per vehicle. Installation of a traffic signal at this intersection would result in LOS C or better conditions during both peak hours. None of the other options (Option 2, Option 3, or Option 4) would change LOS at the US 95/Wildes Road/Scheckler Road intersection.

The proposed SR 839 replacement routes would result in additional out-of-direction travel for some motorists who currently use the existing SR 839. Table ES-3 summarizes the mileage for selected trip origins. As shown, all three options would involve an increase in travel distance for trips originating on US 50 to the east of SR 839. The affected traffic volume is comparatively low (i.e., 13 vehicles in the morning peak hour and 2 vehicles in the afternoon peak hour). Also, under Option 1, drivers approaching from the east may instead choose to proceed southbound on SR 361 to Gabbs, and then drive westward on an unpaved, locally maintained roadway that runs along a generally east/west alignment to Ryan Canyon Road. This route would reduce the out-of-direction travel distance from 84 miles to approximately 20 miles, although this route would involve approximately 24 miles of driving on unpaved roadways, resulting in reduced travel speed. Also, deep sand was observed in this area to the east of Ryan Canyon Road during August 2017 field work. Option 3 would reduce the travel distance for motorists originating in the Fallon area, Option 1 would reduce travel distance for traffic originating in the Shurz area, and Option 2 would reduce travel distance for trips originated on US 50 to the east of SR 839. Option 4 does not change the travel distance significantly (the realigned portion of SR 361 analyzed in this study would be 11.5 miles versus the current distance of 12 miles), and is therefore not included in ES-3.

Table ES-3. Existing and Proposed Travel Distances

Trip Origin	Trip Destination	Existing Travel Distances (miles)	Proposed Travel Distances (miles)		
			Option 1	Option 2	Option 3
Fallon area	Ryan Canyon Road, south of B-17, Mineral County	53	55	53.5	51
Shurz area		71	44	71	71
US 50, east of SR 839		21	84	32	61

For the purposes of this Transportation/Traffic Study, it is assumed that the selected road replacement option (one of the three options for SR 839, or the portion of SR 361 to be replaced) would be planned and designed in accordance with NDOT requirements, including the abandonment of the existing roadway and the acceptance of the replacement facility into the state highway system. The minimum design criteria and the preliminary cost estimates for the SR 839 options and the SR 361 replacement option analyzed in this study have been developed through coordination with NDOT to help analyze the potential impacts of each option based on an initial proposed alignment.

This page intentionally left blank.

CHAPTER 1
INTRODUCTION

1.1 LOCATION AND DESCRIPTION OF THE PROPOSED ACTION

The Fallon Range Training Complex (FRTC) is located in northern Nevada and encompasses approximately 202,000 acres of Department of the Navy (Navy)-managed land and 12,256 square nautical miles of airspace. Land areas include training ranges and areas, live-ordnance impact areas, instrumentation and targets, and Electronic Warfare training systems. The FRTC airspace overlies large parts of Churchill, Lander, and Eureka Counties, as well as small portions of Pershing County in the north, Nye County in the south, Mineral County in the southwest, and Lyon County in the west. U.S. Highway (US) 50 bisects the FRTC and is the main east-west transportation route through the complex. The FRTC works in combination with Naval Air Station (NAS) Fallon.

The Proposed Action is to modernize the FRTC, which includes the following:

- Renew the current public land withdrawal of 202,864 acres expiring in November 2021
- Withdraw and reserve for military use approximately 618,727 acres of additional federal land
- Acquire approximately 65,159 acres of non-federal land
- Expand associated Special Use Airspace dimensions and reconfigure existing airspace
- Use the entire modernized FRTC to conduct aviation and ground training of the same general types and at the same tempos as analyzed in Alternative 2 of the 2015 Military Readiness Activities at Fallon Range Training Complex, Nevada Final Environmental Impact Statement
- Modify range infrastructure to support modernization

While the Navy strives to maintain access to public areas whenever possible, some access restrictions are necessary for public safety. The proposal for each training range under Alternatives 1 and 2 is as follows:

- Bravo-16 Range (B-16): range expansion to the west of approximately 32,201 acres. Entire range would be closed and restricted from public use.
- Bravo-17 Range (B-17): range expansion to the south of approximately 178,013 acres. Entire range would be closed and restricted from public use, although the Dixie Valley Training Area to the north would be open.
- Bravo-19 Range (B-19): includes 29,012 acres of the total acres proposed for land withdrawal renewal. No new expansion would be required for Bravo-19 or the Shoal Site.
- Bravo-20 Range (B-20): range expansion in all directions totaling approximately 180,329 acres. Entire range would be closed and restricted from public use.

The proposal for each training range under Alternative 3 is as follows (note, B-19 remains the same under this alternative):

- B-16: range expansion to the west of approximately 31,836 acres. Entire range would be closed and restricted from public use.
- B-17: range expansion and reconfiguration to the southeast of approximately 212,661 acres. Entire range would be closed and restricted from public use, although the Dixie Valley Training Area to the north would be open.

- B-20: range expansion in all directions totaling approximately 247,718 acres. Entire range would be closed and restricted from public use.

Figure 1-1 presents the regional context of the Proposed Action under Alternatives 1 and 2, and Figure 1-2 presents the Proposed Action under Alternative 3. This Transportation/Traffic Study analyzes the traffic-related effects of the Proposed Action, and recommends measures to alleviate traffic impacts as necessary.

1.2 PROPOSED CIRCULATION NETWORK CHANGES

The Proposed Action would necessitate the permanent closure of public roadways, including rural roads, four-wheel drive vehicle accessible trails, and a highway operated and maintained by the Nevada Department of Transportation (NDOT). The most notable roadway closures would include portions of Pole Line Road, an east/west unpaved road that passes to the north of B-20 in northern Churchill County; Sand Canyon Road, an east/west unpaved road that traverses the existing B-16 range in western Churchill County; and State Route (SR) 839 located to the west of B-17; or a portion of SR 361 located to the east of B-17. Both are paved highways that run north/south. The Navy proposes to construct a new paved highway in the place of either SR 839 or SR 361 as mitigation for the proposed closure of either route. For the purposes of this study, three alternative alignment options are being considered for the replacement roadway to SR 839, as shown in Figure 3-1 in Chapter 3. Option 1 would extend westward from Ryan Canyon Road (a locally maintained unpaved road) to US 95, passing through the Walker River Indian Reservation before connecting to US 95 at Rawhide Road. Option 2 would extend to the north and west from Ryan Canyon Road to US 50, connecting to US 50 to the east of Sand Mountain Road. Option 3 would run to the west and north from Ryan Canyon Road to US 50, connecting at Macari Lane. One alignment is being considered for this study as a replacement for the closed portion of SR 361 (Option 4) and is shown in Figure 3-2 in Chapter 3. As analyzed in, Option 4 would affect a 12-mile section of SR 361, and the realignment would begin approximately 12 miles south of the junction of SR 361 with US 50, and end approximately 3 miles north of the Gabbs Airport (unnamed access road). The road would be adjusted to travel around the eastern boundary of the closed portion of the B-17 range, and the new alignment analyzed in this study would be approximately a half-mile shorter than the current portion of the road. Refer to Chapter 3 for additional discussion of the alternatives.

1.3 TRAFFIC ANALYSIS SCENARIOS

This Transportation/Traffic Study evaluates peak hour intersection and roadway segment traffic conditions for the following scenarios:

1. Existing
2. Baseline (assumed to be the year 2022, the projected completion date of the proposed modernization)
3. No Action
4. Baseline Plus Option 1
5. Baseline Plus Option 2
6. Baseline Plus Option 3
7. Baseline Plus Option 4

Chapters 2 through 4 provide additional details regarding data collection methods, seasonal traffic adjustments, traffic growth projections, and analysis methods.

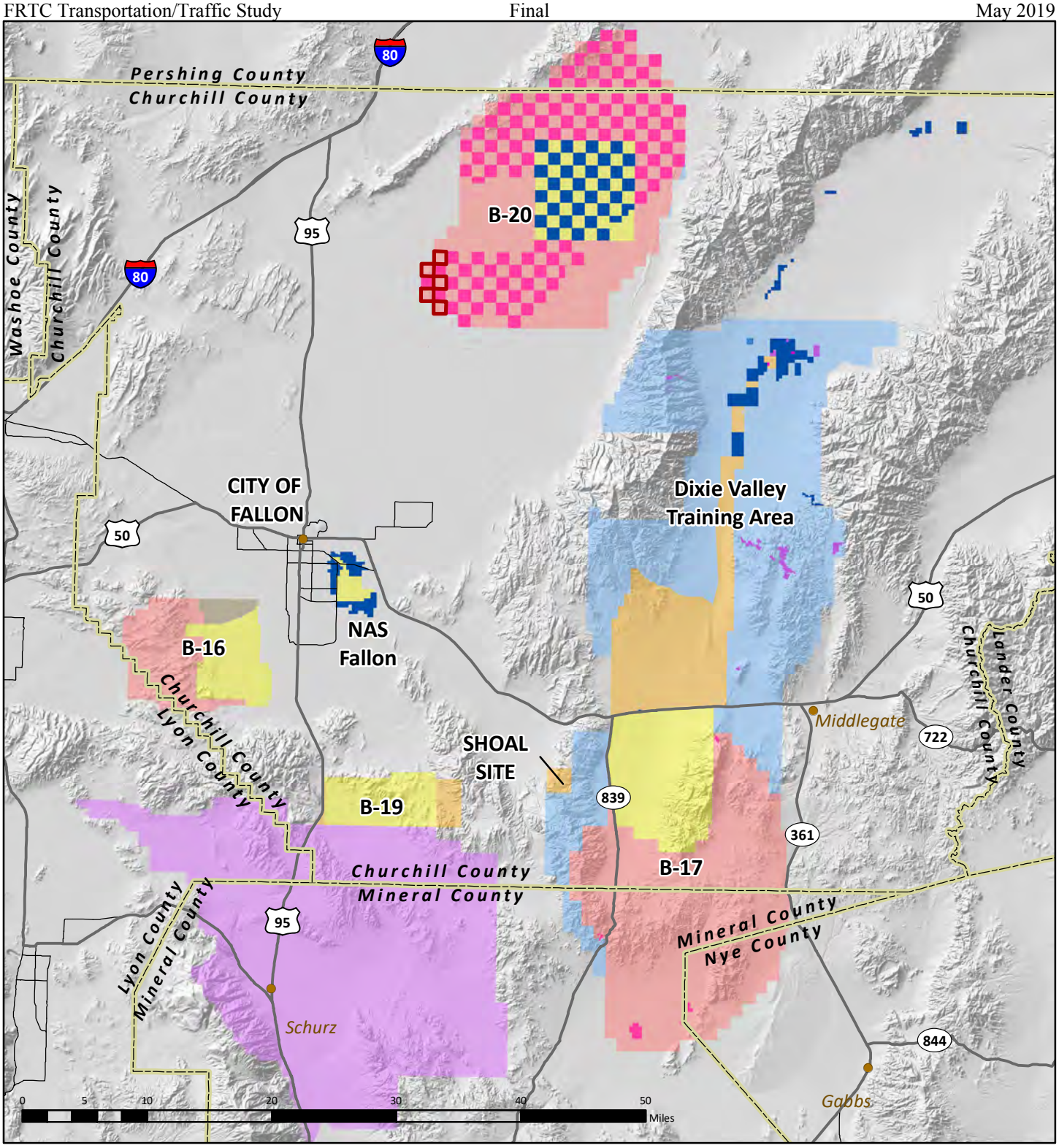


Figure 1-1. Vicinity Map (Proposed Withdrawal Under Alternatives 1 & 2)

Interstate Highway
US Highway
State Route
City
County Boundary
Highway
Major Road

Existing Withdrawal
Closed to the Public
Open to the Public
Open to the Public - Proposed Closed to the Public

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Parcels Managed by United States Fish and Wildlife Service (Stillwater National Wildlife Refuge Complex)
Navy Owned Land
Non-Federal Land
Walker River Indian Reservation

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

N

Pershing
Washoe
Storey
Churchill
Lander
Lyon
Mineral
Nye
Douglas

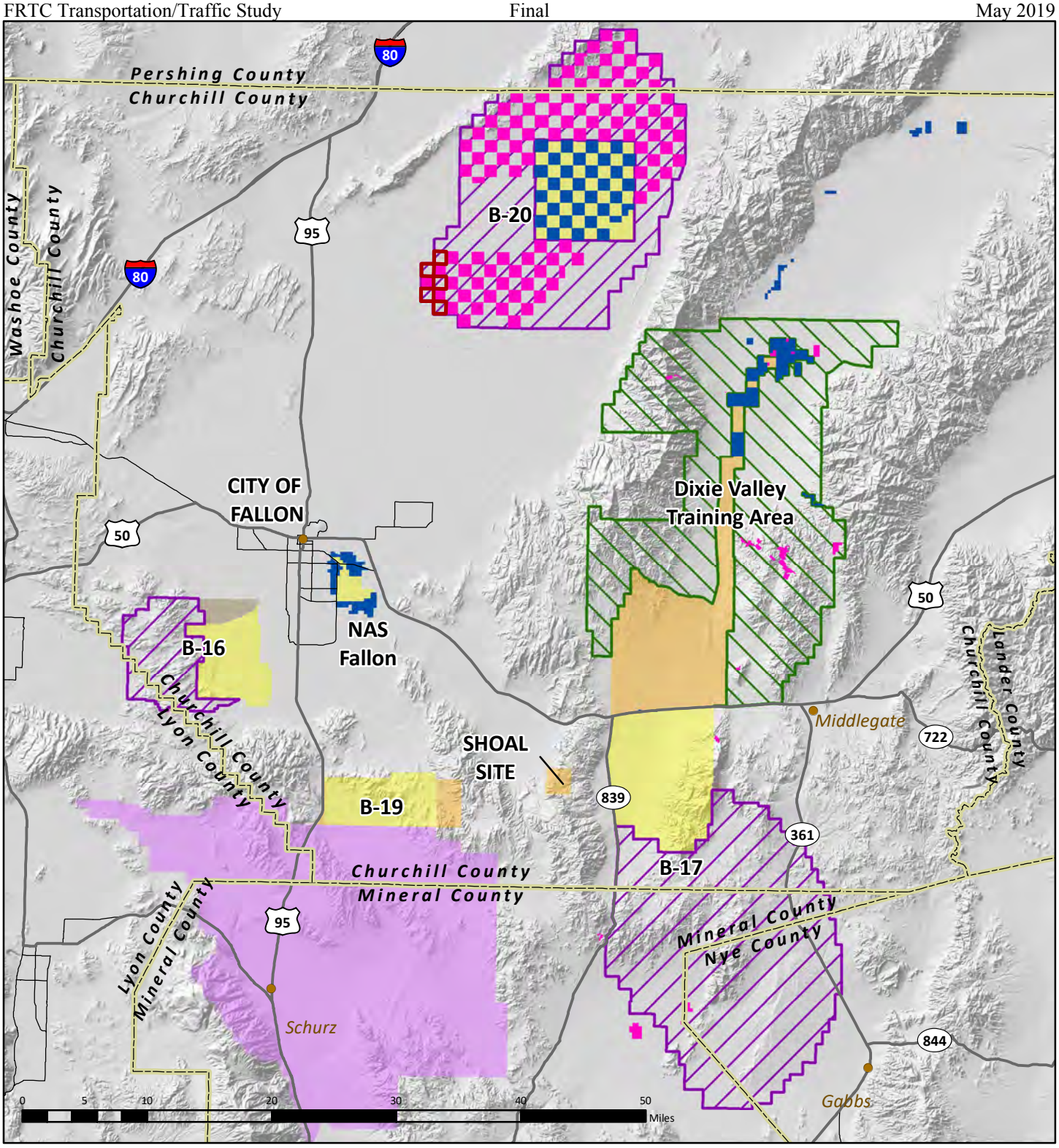


Figure 1-2. Vicinity Map (Proposed Withdrawal Under Alternative 3)

Interstate Highway
US Highway
State Route
City
County Boundary
Highway
Major Road

Existing Withdrawal
Closed to the Public
Open to the Public
Open to the Public - Proposed Closed to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

Parcels Managed by United States Fish and Wildlife Service (Stillwater National Wildlife Refuge Complex)
Navy Owned Land
Non-Federal Land
Walker River Indian Reservation

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

N

Pershing
Washoe
Churchill
Storey
Lander
Lyon
Mineral
Nye
Douglas

CHAPTER 2
EXISTING CONDITIONS

2.1 STUDY AREA

The study area for this Transportation/Traffic Study was developed in concert with Navy representatives with input from stakeholders (i.e., Bureau of Land Management, NDOT, Churchill County, and Mineral County) during a meeting on 25 October 2016 and a subsequent meeting on 16 May 2018. Figure 2-1 shows the 23 intersections and 4 range access gates included in the data collection and analysis. As shown, the study area is extensive and consists of widely dispersed intersections in Churchill and Mineral Counties. For ease of management, the study area was divided into three subareas (i.e., northern, southwestern, and southeastern subareas). Figures 2-2A through 2-2C provide a close up view of the subareas and illustrate whether the legs of the study area intersections are paved or unpaved. The study area includes paved and unpaved public roadways maintained by NDOT, Churchill County, and the City of Fallon.

2.2 TRAFFIC DATA COLLECTION

2.2.1 Intersections

Morning and afternoon peak hour turning movement counts were conducted at 23 intersections that are expected to be affected by the Proposed Action. The data for intersections 1 to 21 was collected between 6 December and 14 December 2016 by Navy contractors, with morning peak period counts conducted between 0630 and 0830 and afternoon peak period counts occurred between 1600 and 1800. The data for intersections 22 and 23 was collected on 14 June 2018 by Navy contractors between 0630 and 0830 for the morning peak period and between 1530 and 1730 for the afternoon peak period. The counts were scheduled on mid-week days (Tuesdays through Thursdays) to minimize possible atypical conditions that could arise from extended weekends, if any. Refer to Appendix A for intersection count summaries.

Given that the counts at intersections 1 to 21 took place in December, a month when outdoor recreational activities (e.g., off-highway vehicle [OHV] use) are expected to be lower than other months of the year, seasonal adjustment factors were applied to the existing counts. These seasonal adjustment factors were obtained from NDOT's Traffic Information Access (TRINA) database and the 2017 Annual Traffic Report, both can be reviewed on-line at the NDOT web site (NDOT 2017a, 2017b). NDOT maintains a network of traffic count stations along the state highway system (i.e., Interstate Highways, U.S. Highways, and State Routes). The majority of the count stations provide annual traffic volumes only, but several count stations in each district, referred to Automatic Traffic Recorder (ATR) stations, also provide the relative concentration of traffic by month and by day of week. Figure 2-3 shows the closest ATR count stations to the study area, while Table 2-1 presents the seasonal factors. Seasonal adjustment factors were also calculated for the month of June, the month data was collected for intersections 22 and 23, to provide a comparison to the December adjustment factor. Counts were also performed in November 2018 for intersections 22 and 23, during hunting season, to validate the seasonally adjusted data. Count data for all intersections is available in Appendix A.

This page intentionally left blank.

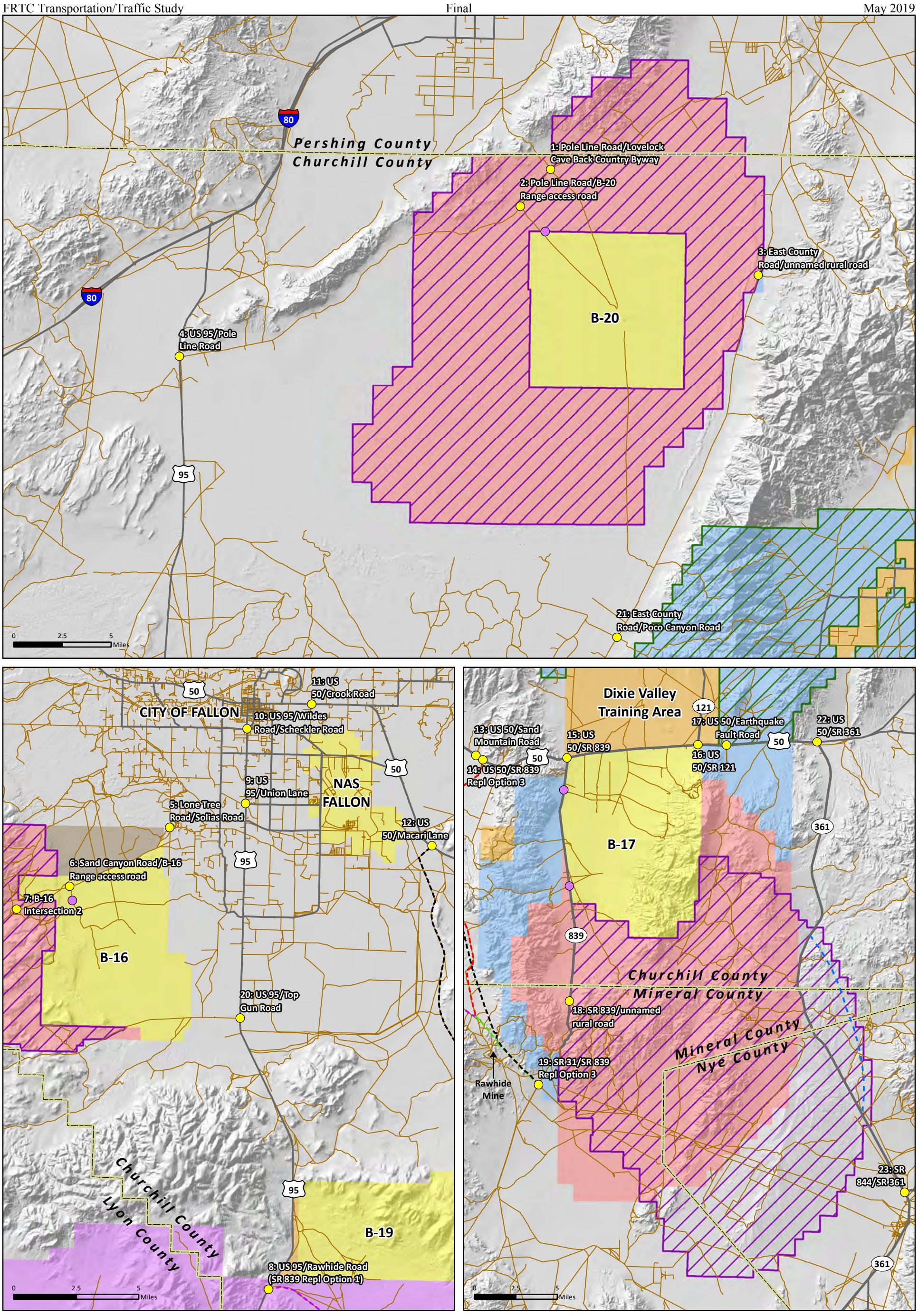


Figure 2-1. Intersection and Gate Count Locations

Interstate Highway
US Highway
State Route
Intersection Count Location
Gate Count Location
Walker River Indian Reservation
County Boundary
Highway
Local Road

SR 839 Replacement Options
Option 1
Option 2
Common to Options 1 and 2
Option 3

SR 361 Replacement Option
Option 4

Existing Withdrawal
Closed to the Public
Open to the Public
Open to the Public- Proposed Closed to the Public

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

This page intentionally left blank.

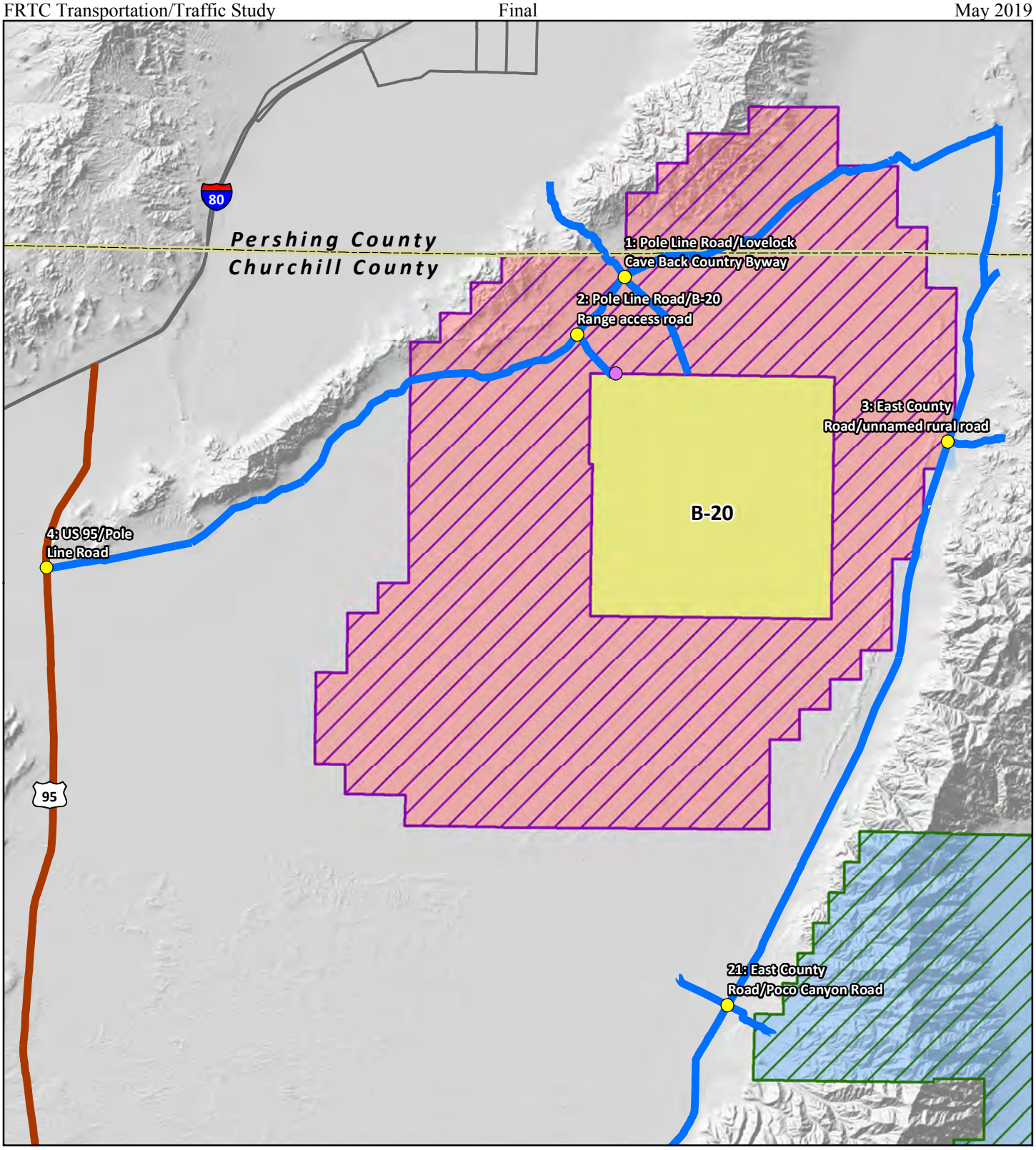


Figure 2-2A. Intersection and Gate Locations, Northern Subarea

Intersection Count Location
Gate Count Location
Interstate Highway
US Highway
State Route

County Boundary
Highway
Paved
Unpaved

Existing Withdrawal
Closed to the Public

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

0 2.5 5 Miles

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

N

Pershing
Washoe
Churchill
Storey
Lander
Lyon
Douglas
Mineral
Nye

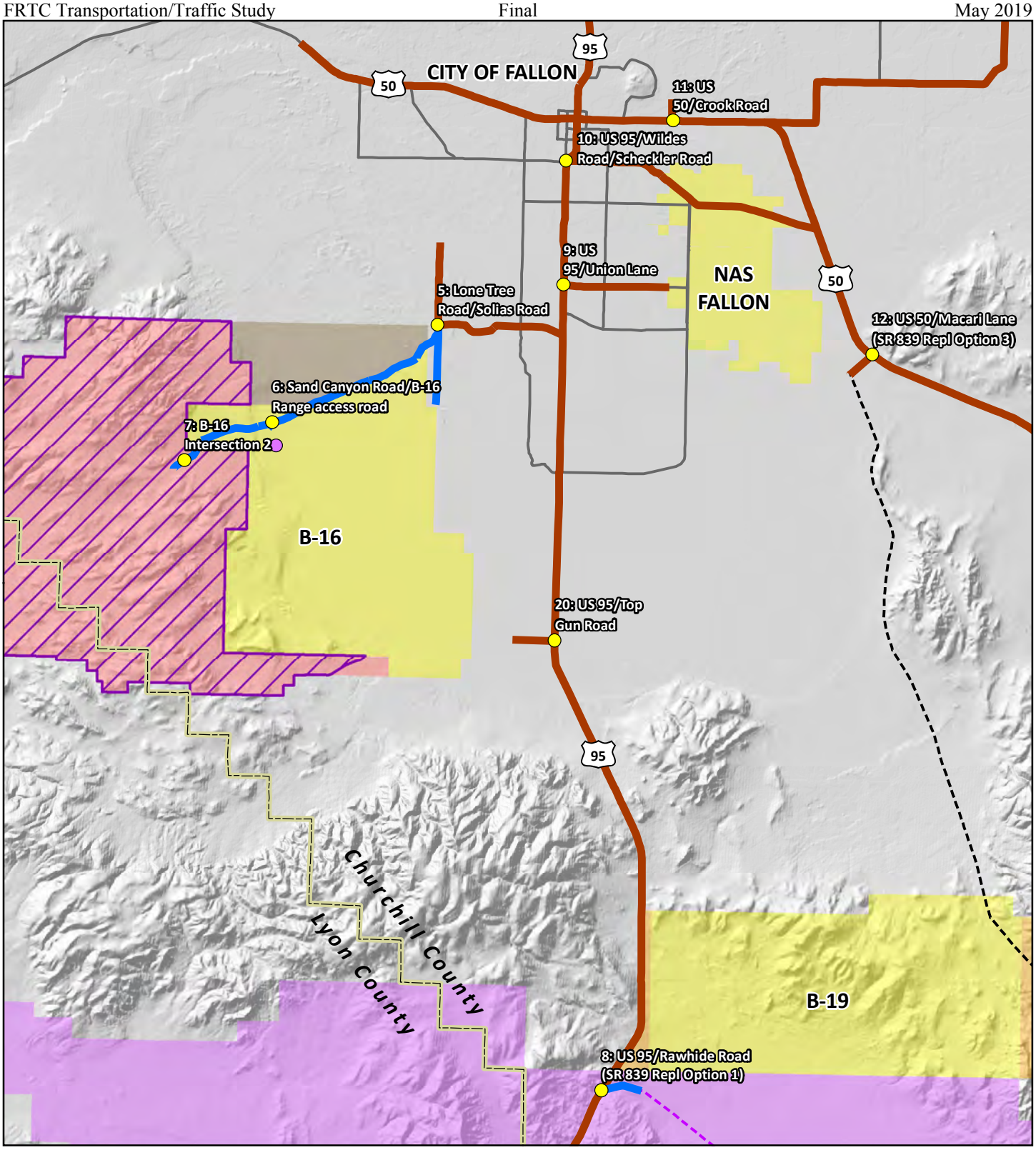


Figure 2-2B. Intersection and Gate Locations, Southwestern Subarea

Intersection Count Location
Gate Count Location
Interstate Highway
US Highway
State Route
Walker River Indian Reservation

County Boundary
Highway
Paved
Unpaved

SR 839 Replacement Options
Option 1
Option 3

Existing Withdrawal
Closed to the Public
Open to the Public
Open to the Public-Proposed Closed to the Public

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public

0 2.5 5 Miles

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

N

Pershing
Washoe
Churchill
Storey
Lander
Lyon
Douglas
Mineral
Nye

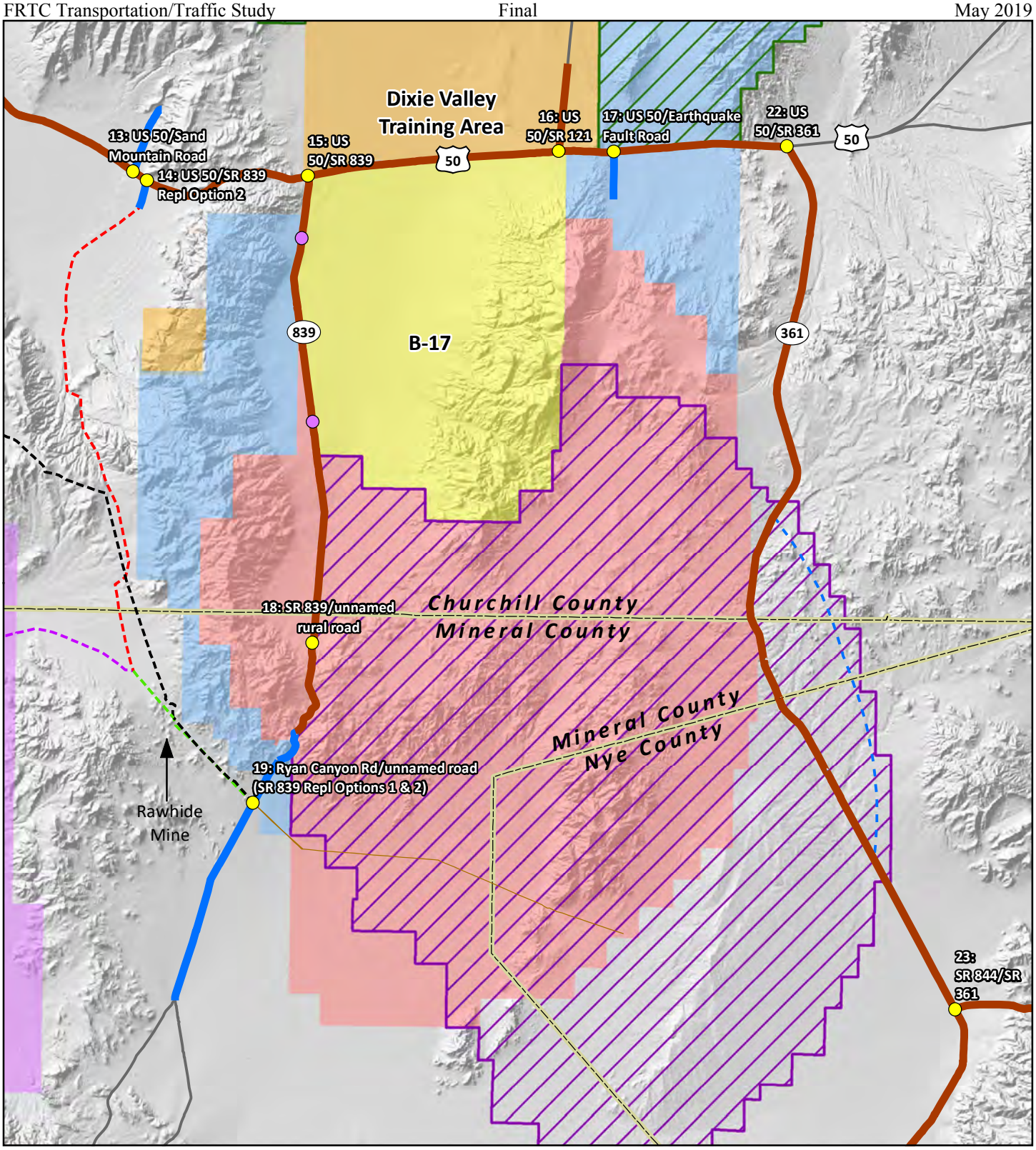
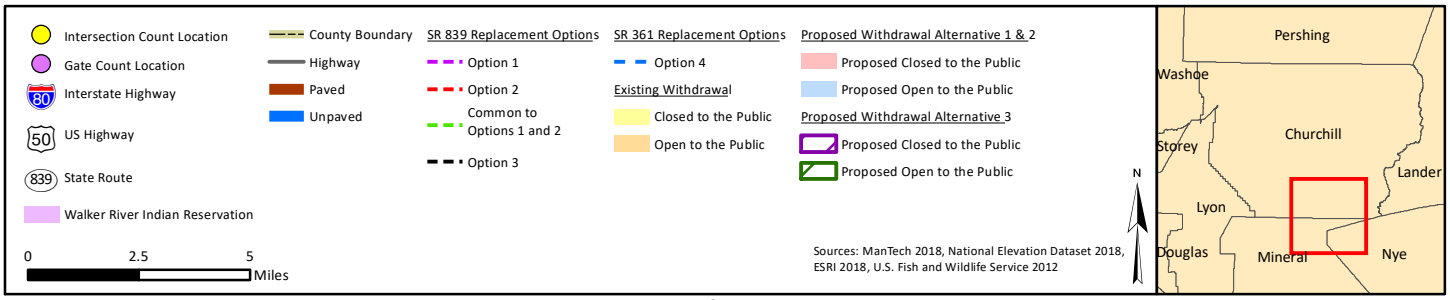


Figure 2-2C. Intersection and Gate Locations, Southeastern Subarea



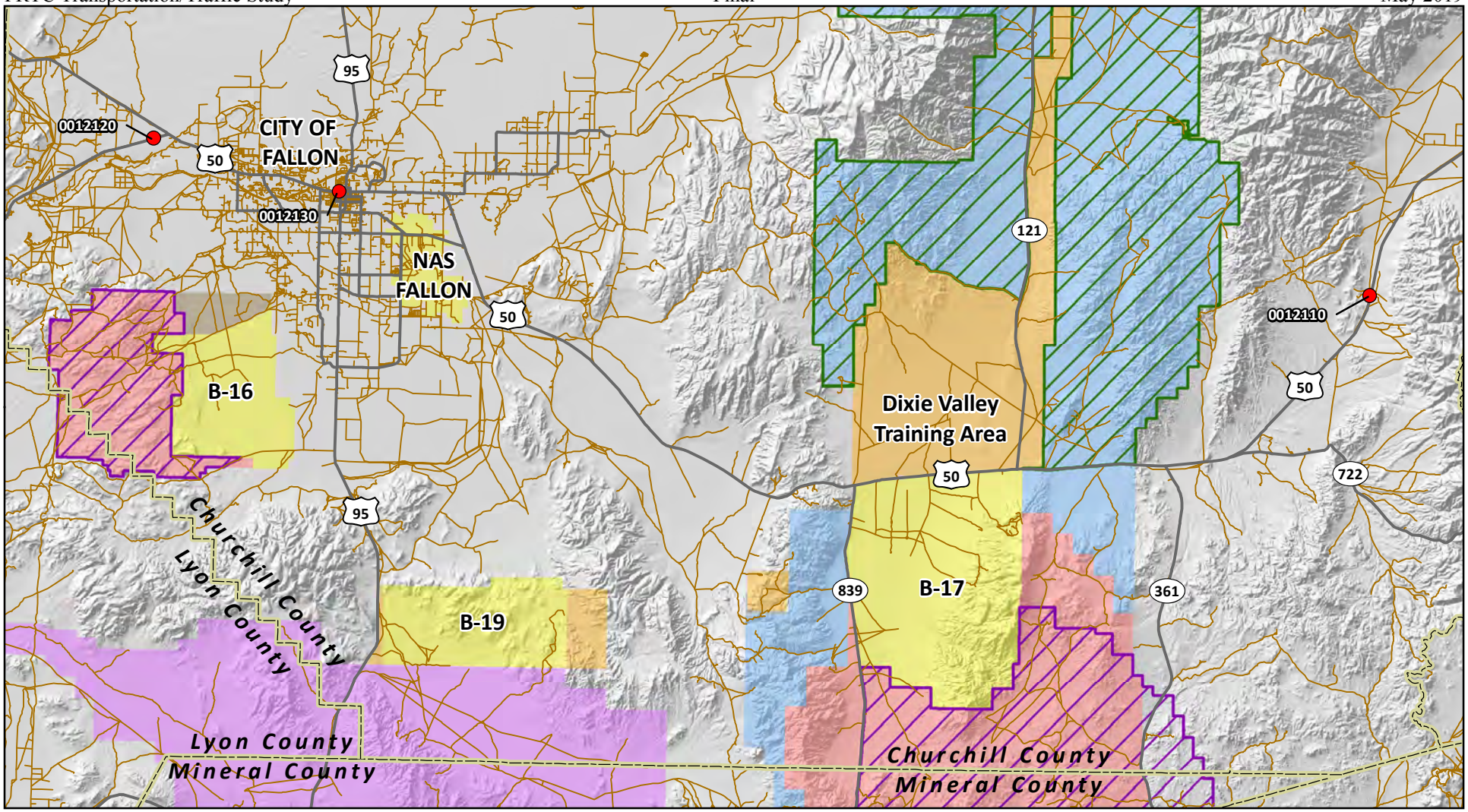


Figure 2-3. NDOT Automatic Traffic Recorder Count Stations Used for Seasonal Adjustments

Interstate Highway
US Highway
State Route
NDOT Count Stations
Walker River Indian Reservation

County Boundary
Highway
Local Road

Existing Withdrawal
Closed to the Public
Open to the Public
Open to the Public-Proposed Closed to the Public

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

0 6 12 Miles

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012, Nevada Department of Transportation 2017

N

Pershing
Washoe
Storey
Churchill
Lander
Lyon
Mineral
Nye
Douglas

Table 2-1. Seasonal Adjustment Factors

Automatic Traffic Recorder	Monthly Average Daily Traffic (December)	% of AADT	Adjustment Factor	Monthly Average Daily Traffic (June)	% of AADT	Adjustment Factor
0012130	17,724	96.9%	1.032	19,227	100.5%	0.995
0012120	1,986	86.3%	1.159	2,694	117.1%	0.854
0012110	502	67.8%	1.475	993	134.2%	0.745

Notes: % = percent; AADT = Annual Average Daily Traffic volume.
Source: NDOT 2017a, 2017b.

Based on the location of the ATRs relative to the study area, the seasonal adjustment factor of 1.032 (i.e., 1/0.969) was applied to existing volumes in the south-western subarea (intersections 5-12 and 20) based on ATR 0012130, and the factor of 1.475 (1/0.678) was applied to the existing volumes in the other two subareas (intersections 1-4, 13-19, and 21) based on ATR 0012110. Seasonal adjustment factors were not applied to intersections 22 and 23, as the counts occurred in June, which is a peak month and would have resulted in adjusting the volumes to be lower than those counted. Figures 2-4A through 2-4D present seasonally adjusted volumes within the study area.

2.2.2 Recreational Traffic

The areas surrounding the FRTC include numerous formal and informal recreational facilities. Formal uses include the Fallon National Wildlife Refuge, the Stillwater National Wildlife Refuge, Grimes Point/Hidden Cave Archaeological Area, Sand Mountain Recreational Area, the Carson River, and various lakes and reservoirs. The Stillwater National Wildlife Refuge had more than 21,000 visitors in 2006 and more than 6,000 visitors in 2014; the drop in visitors was likely attributable to drought conditions and the subsequent drop in wetland habitat for wildlife (Churchill County 2015). The Sand Mountain Recreational Area attracts on average 40,000 to 50,000 people annually (Churchill County 2015). Informal uses include various roads and trails that run through the training areas that are used for OHV activities. Ranges B-16, B-17, B-19, and B-20 contain more than 580 miles of roads and trails used for OHVs, and more than half of this mileage is within B-20 (Naval Facilities Engineering Command Southwest 2013).

The intersection counts described in the preceding section were scheduled to capture traffic associated with typical weekday commuting patterns, and were not intended to capture recreational peaks, which generally do not coincide with commuting peaks, in terms of time of day or day of week (Transportation Research Board [TRB] 2010). However, the monthly variations in the ATRs discussed above likely account for traffic fluctuations associated with increased recreational demand. For example, the peak month at ATR 0012130 was August in 2017 (i.e., 106.0 percent of the annual average daily traffic) and for ATR 0012110 the peak month was July (i.e., 149.6 percent of the annual average daily traffic) (NDOT 2017b). Although recreational traffic is likely outside of the peak commuting hours, seasonal adjustments have been applied to peak hour volumes. Therefore, the analysis of existing and future year conditions account for traffic changes that are attributable in part to recreational activities and other seasonal traffic fluctuations.

2.2.3 Range Access Gates

Twenty-four hour segment counts were completed at four range access gates using geomagnetic car counting devices at the gate count locations shown in Figures 2-2A through 2-2C. Two weeks' worth of data was collected between 16 January and 30 January 2017. See Appendix B for charts and tables summarizing the results of these counts. Supplemental manual counts occurred on 6 and 7 February 2017 to determine the directional split and vehicle mix of traffic entering and exiting the ranges, but no vehicles were observed at three of the four locations, and only one vehicle was seen at the fourth.

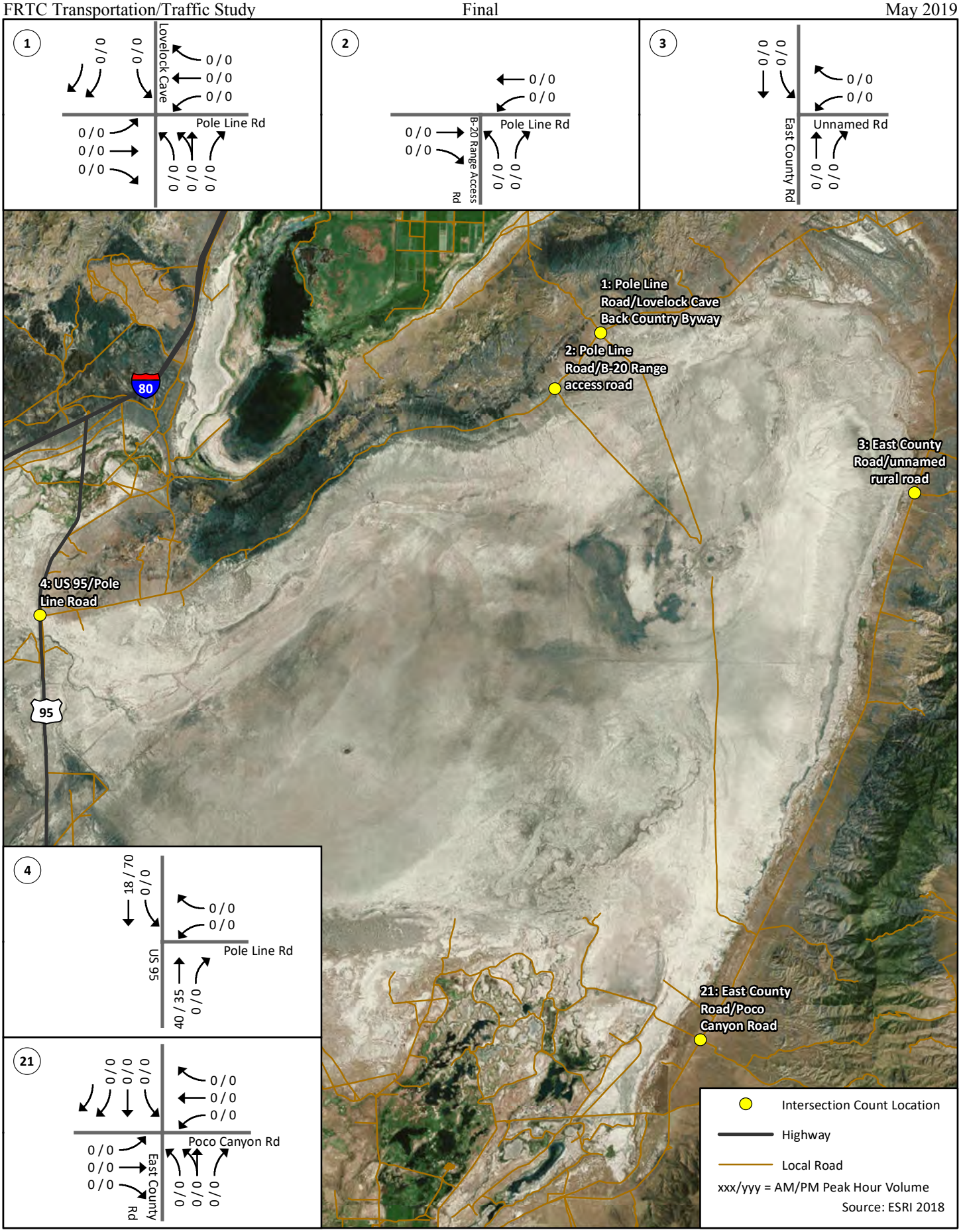


Figure 2-4A. Existing Intersection Turning Movement Volumes, Northern Subarea

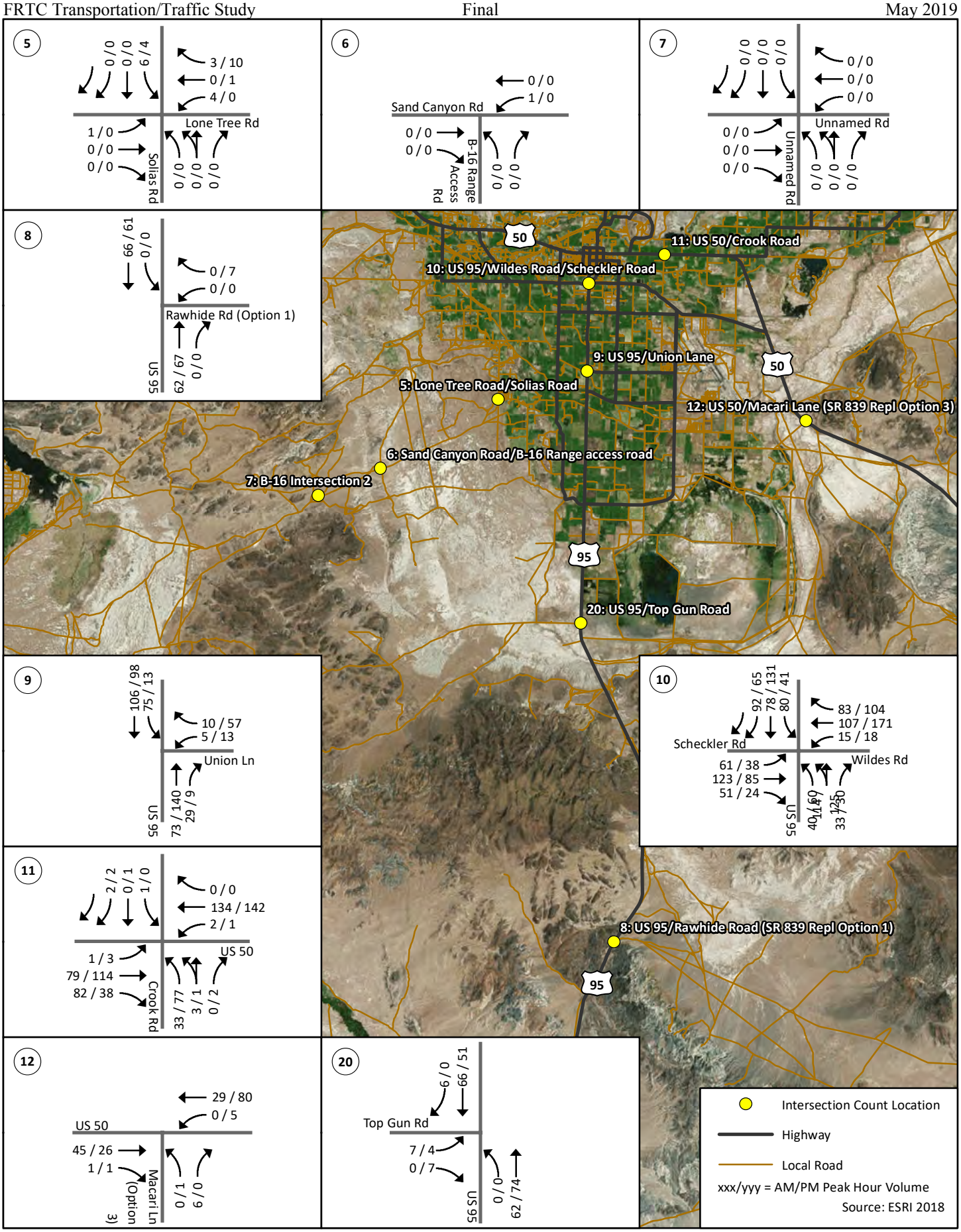


Figure 2-4B. Existing Intersection Turning Movement Volumes, Southwestern Subarea

Sources: ESRI 2018

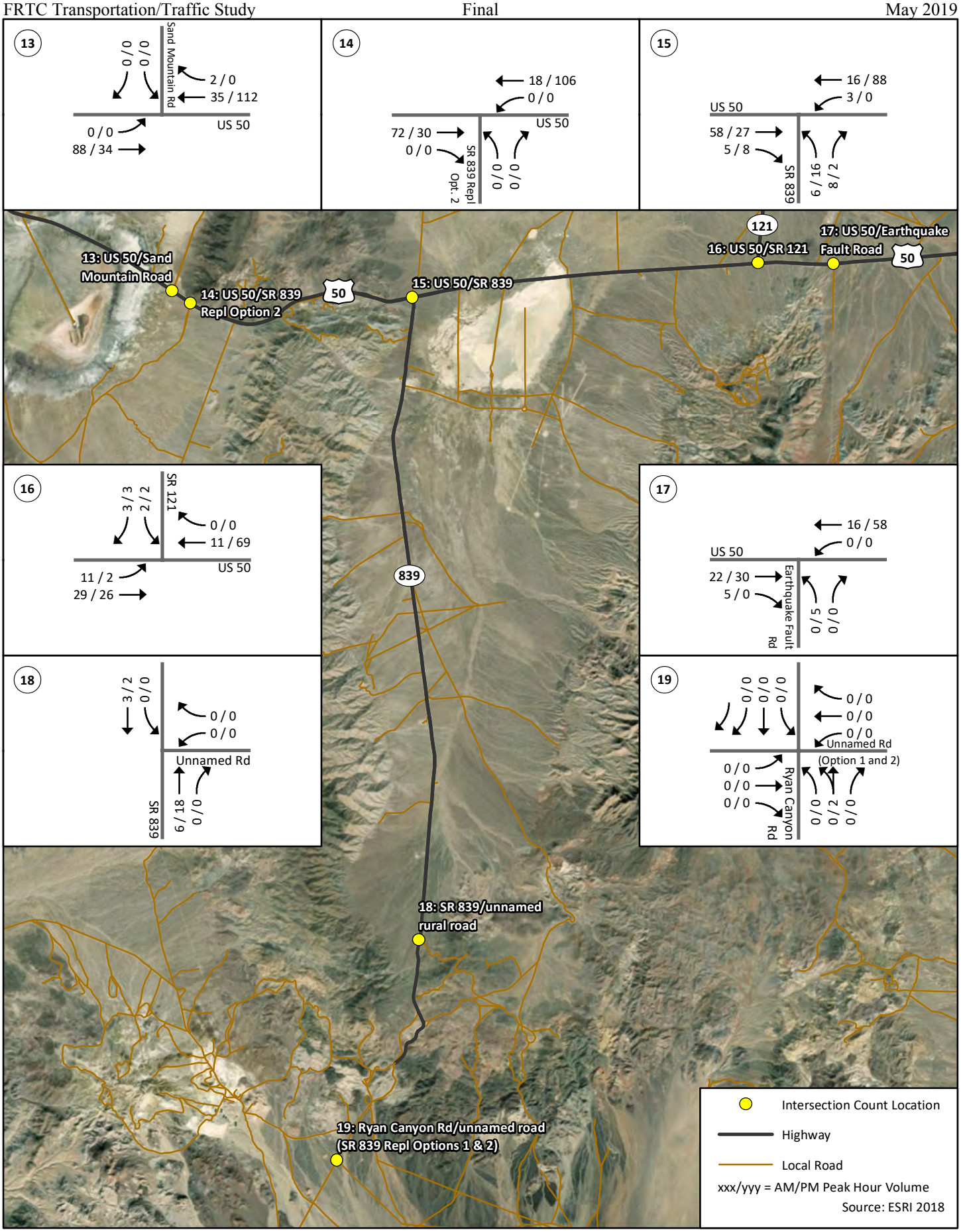


Figure 2-4C. Existing Intersection Turning Movement Volumes, Southeastern Subarea

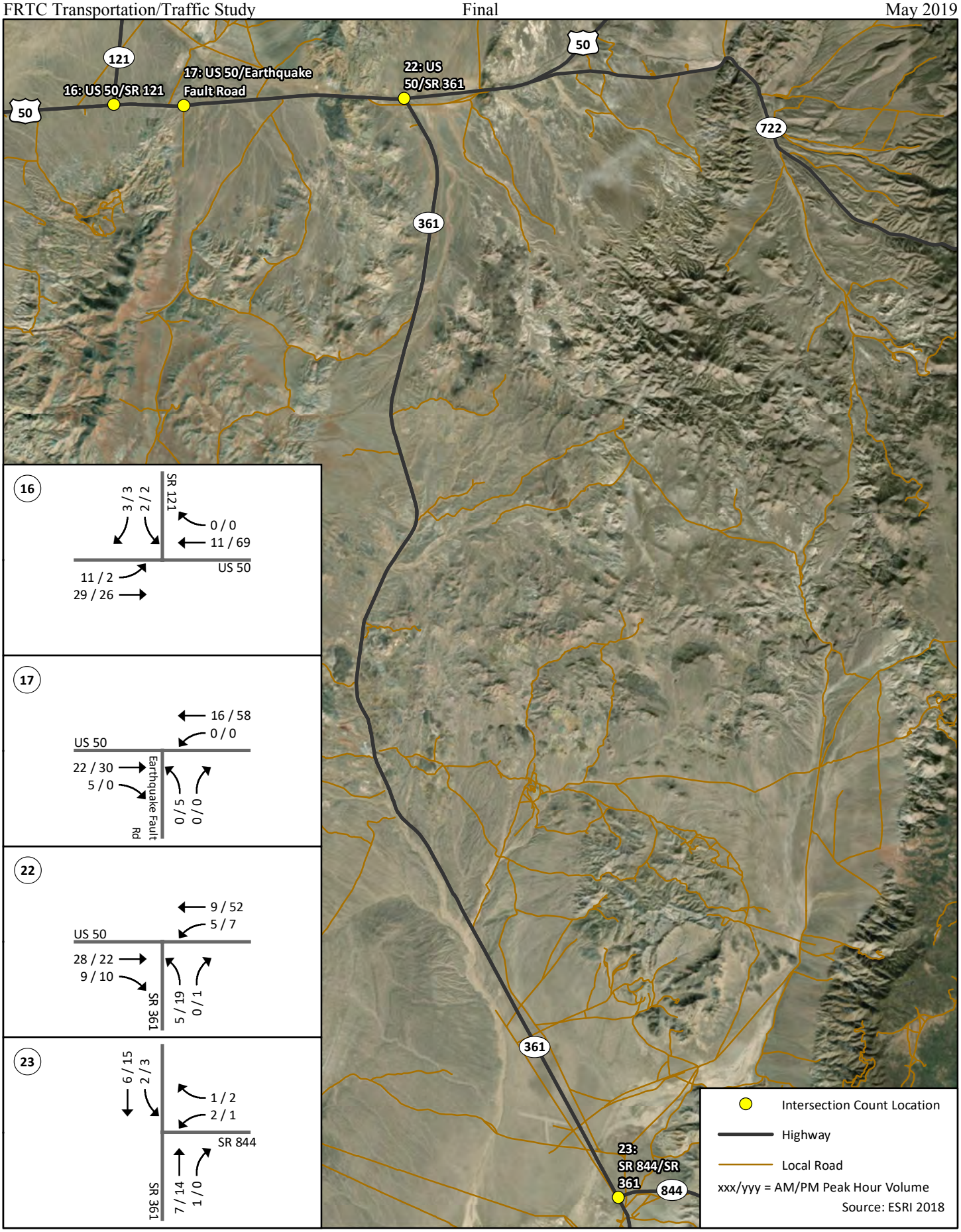


Figure 2-4D. Existing Intersection Turning Movement Volumes, Southeastern Subarea Continued

To supplement the counts, NAS Fallon compiled estimates of the number and types of vehicles that typically access B-16, B-17, and B-20. This information is presented in Table 2-2. As shown, the traffic volumes generally vary based on the activity at the range (i.e., training exercise, range closure, or typical conditions).

Table 2-2. Typical Traffic Volumes Accessing Ranges B-16, B-17, and B-20

Gate	Activity	Daily Vehicles	Frequency	Types of Vehicles
B-16	No exercise	1-2	5 days a week, 1-2 times per day	Pickup trucks
	During exercise	20-35	7 days a week, throughout the day	Special Operations vehicles and support vehicles
B-17 Main	Typical conditions	15-30	5 days a week	Pickup trucks, semi-trailer trucks, and various heavy equipment
B-17 South	Typical conditions	1-2	1-2 times per day	Pickup trucks
B-20	No range closure or exercise	1-2	1-2 times per month	Pickup trucks
	During range closure	4-7	5 days a week, 1-2 times per day	Pickup trucks, semi-trailer trucks, and various heavy equipment
	During exercise	2-3	5 days a week, 1-2 times per day	Pickup trucks

Source: NAS Fallon 2017.

2.3 TRAFFIC ANALYSIS METHODS

Roadway and intersection operating conditions and the adequacy of existing roadway systems to accommodate projected future traffic are described in terms of Level of Service (LOS) ratings. LOS is a method used to rate the performance of streets, intersections, and other highway facilities. Developed by the TRB, and documented since 1950 in various editions of the Highway Capacity Manual (HCM), LOS rates performance on a scale of A to F, with LOS A reflecting free-flowing conditions and LOS F representing heavily congested conditions (TRB 2010). LOS A through C is generally considered to be acceptable, since traffic is characterized as approaching free-flowing conditions, with minimal or relatively minor queues and delays. Table 2-3 summarizes the general traffic conditions associated with each LOS rating.

Table 2-3. Traffic Conditions Associated with LOS Ratings

LOS Rating	Description of Traffic Conditions
A	Traffic flows freely, with little or no restrictions to vehicle maneuvers within the traffic stream.
B	Reasonably free-flowing conditions, with slight restrictions to vehicle maneuvers within the traffic stream.
C	Traffic speed approaches free-flowing conditions, but freedom to maneuver within the traffic stream noticeably restricted.
D	Traffic speed begins to be reduced, and freedom to maneuver is seriously limited due to a high concentration of traffic.
E	Unpredictable traffic flow, with virtually no usable gaps in the traffic stream to accommodate vehicle maneuvers.
F	Unstable traffic flow resulting in delays and the formation of queues in locations where traffic demand exceeds roadway capacity.

Source: TRB 2010.

2.3.1 Intersection LOS

Intersection capacity analysis was conducted in accordance with procedures contained in Chapter 19 (unsignalized intersections with stop signs on one or two intersection legs) of the HCM (TRB 2010). Data used in the intersection analysis include peak hour turning movement traffic volumes, number of lanes, type of traffic control (i.e., stop sign or yield sign), and other factors. Analysis was performed using the Synchro 10 software (published by Trafficware), which incorporates HCM analysis procedures (TRB 2010). LOS for stop sign controlled intersections is measured in terms of delay in seconds per vehicle. Table 2-4 presents the delay values associated with each LOS grade for unsignalized intersections.

Table 2-4. Intersection LOS Delay Thresholds, Two-Way Stop Controlled Intersections

LOS Rating	Delay (seconds per vehicle)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source: TRB 2010.

2.3.2 Roadway Segment LOS

Roadway segment LOS was performed using procedures described in Chapter 15 of the HCM (i.e., two-lane highways). Data used in this analysis includes peak hour directional volumes, roadway geometric information, the posted speed limit, and the length of the roadway segment being analyzed. Chapter 15 provides analysis procedures and performance measures for each of the three following classes of two-lane highways:

1. Class I: these two-lane highways are major intercity routes, and motorists generally expect to travel at high speed on this class of highway.
2. Class II: these two-lane highways generally serve as recreational routes and commonly pass through scenic and/or rugged terrain. Therefore, motorists do not typically expect to travel at high speed on Class II highways.
3. Class III: these two-lane highways pass through moderately developed area and are often accompanied by reduced speed limits, which are commensurate with the higher activity level.

Peak hour volumes used in the two-lane highway analysis were derived from turning movement counts from adjacent intersections. LOS for two-lane highways is based on the criteria shown below in Table 2-5.

Table 2-5. Roadway Segment LOS Thresholds, by Classification

LOS	Class I Average Travel Speed (mph)	Class II Percent Time Spent Following (%)	Class III Percent of Free Flow Speed (%)
A	> 55	≤ 40	> 91.7
B	> 50-55	> 40-55	> 83.3-91.7
C	> 45-50	> 55-70	> 75.0-83.3
D	> 40-45	> 70-85	> 66.7-75.0
E	≤ 40	>85	≤66.7

Notes: mph = miles per hour; % = percent.
Source: TRB 2010.

2.4 EXISTING CAPACITY ANALYSIS RESULTS

Figures 2-5A and Figures 2-5B show existing intersection lane geometry and traffic control. As shown, the majority of intersections have one or more legs that are not paved, and seven intersections are entirely unpaved. HCM procedures assume lane striping and other pavement markings that are not present at unpaved locations. NDOT generally applies engineering judgment rather than HCM procedures for the analysis of dirt roads, using a traffic volume threshold of 200 daily trips as a rule of thumb for considering improvements (Hong 2016). However, as they provide a consistent basis for considering impacts at both paved and unpaved intersections, this Transportation/Traffic Study uses HCM procedures for all intersections.

The results of existing intersection and roadway segment LOS is presented in Tables 2-6 and 2-7, respectively. Refer to Appendix C for intersection analysis worksheets, and to Appendix D for roadway segment worksheets. As shown in the tables, existing intersection and roadway segment LOS at most locations is characterized by LOS B or better conditions. The sole exception is the US 95/Wildes Road/Scheckler Road intersection, which experiences LOS C conditions during both peak hours. As shown in previously referenced Figures 2-4A through 2-4C, very few vehicles were observed during the counts at unpaved intersections. Specifically, no vehicles were counted during one or both peak hours at intersections 1, 2, 3, 6, 7, 19, and 21. Given the absence of peak hour traffic at these locations, no conflicting movements or intersection delay occurs at these locations.

2.5 EXISTING PAVEMENT CONDITIONS

NDOT uses the Present Serviceability Index (PSI) condition rating system to evaluate the condition of the pavement on state-maintained roads. There are six defined pavement conditions, including very good (PSI rating of 4.00 to 5.00), good (PSI 3.50 to 3.99), fair (PSI 3.00 to 3.49), mediocre (PSI 2.50 to 2.99), poor (PSI 2.00 to 2.49), and very poor or failed (PSI < 2.00). Under existing conditions, segments of US 95 are classified as very good and good, segments of US 50 are classified as good and fair, segments of SR 361 are classified as good, fair, mediocre, and poor, and segments of SR 839 are classified as mediocre and poor. NDOT allocates pavement maintenance expenditures based on road prioritization categories, which take into consideration the functional classification of the roadway, the existing traffic volume, and the volume and weight of heavy trucks using these roads. Road prioritization categories range from 1 through 5, and funds are allocated first to roadways having a higher prioritization category (road prioritization 1 being the highest). In the study area, US 95 south of US 50 has a road prioritization category of 2, US 95 north of US 50 and US 50 itself have a road prioritization category of 3, SR 839 and SR 361 have a road prioritization category of 5 (NDOT 2017c).

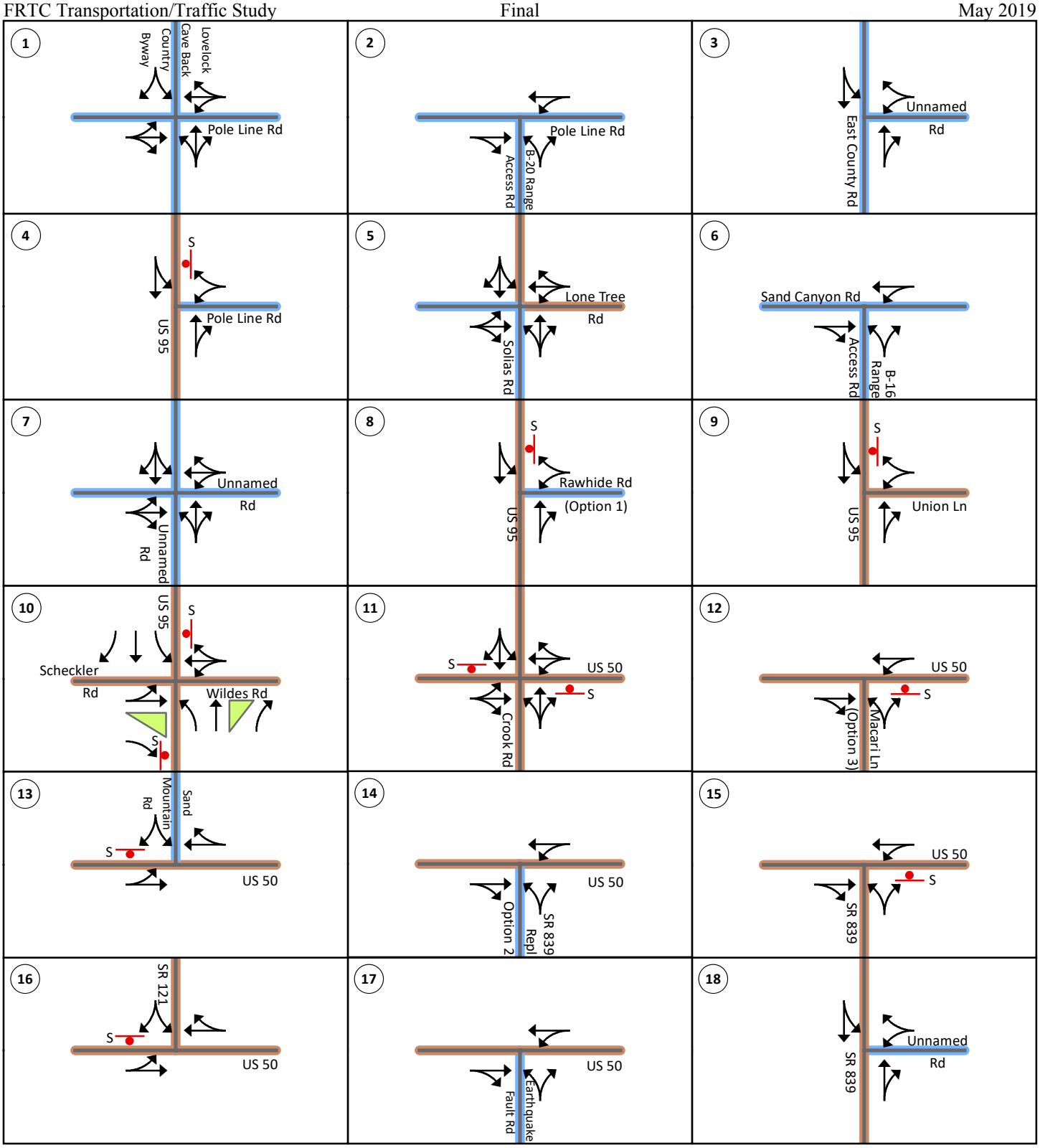
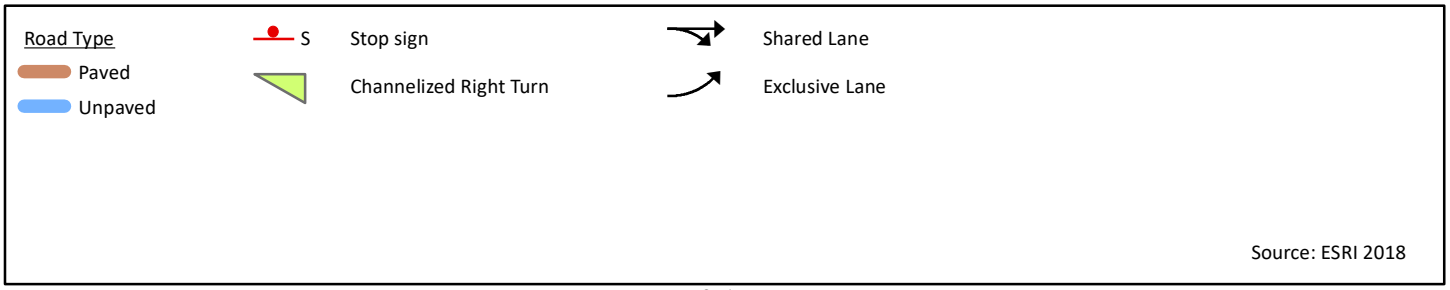


Figure 2-5A. Intersection Lane Geometry and Traffic Control



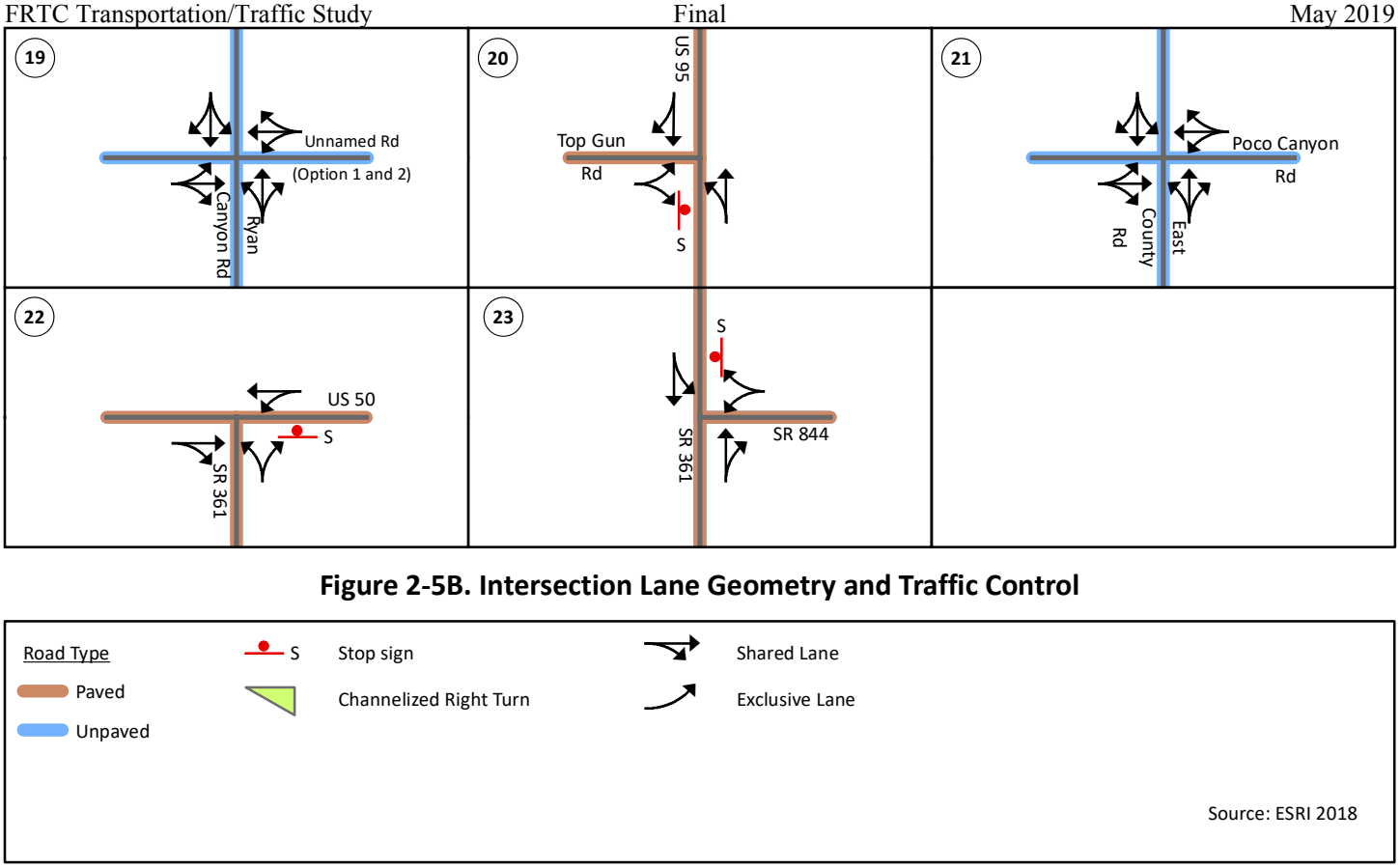


Figure 2-5B. Intersection Lane Geometry and Traffic Control

Table 2-6. Existing Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		Delay [a]	LOS [b]	Delay [a]	LOS [b]
Northern Subarea					
1	Pole Line Road/Lovelock Cave Back Country Byway	0.0	A	0.0	A
2	Pole Line Road/B-20 Range access road	0.0	A	0.0	A
3	East County Road/unnamed rural road	0.0	A	0.0	A
4	US 95/Pole Line Road	0.0	A	0.0	A
21	East County Road/Poco Canyon Road	0.0	A	0.0	A
Southwestern Subarea					
5	Lone Tree Road/Solias Road	0.0	A	0.0	A
6	Sand Canyon Road/B-16 Range access road	7.2	A	0.0	A
7	B-16 Intersection 2	0.0	A	0.0	A
8	US 95/Rawhide Road (SR 839 Replacement Option 1)	0.0	A	8.7	A
9	US 95/Union Lane	10.9	B	10.2	B
10	US 95/Wildes Road/Scheckler Road	20.2	C	23.1	C
11	US 50/Crook Road	10.4	B	11.1	B
12	US 50/Macari Lane (SR 839 Replacement Option 3)	8.5	A	9.1	A
20	US 95/Top Gun Road	9.3	A	8.8	A
Southeastern Subarea					
13	US 95/Sand Mountain Road	0.0	A	0.0	A
14	US 50/SR 839 Replacement Option 2	0.0	A	0.0	A
15	US 50/SR 839	8.8	A	9.1	A
16	US 50/SR 121	8.5	A	8.7	A
17	US 50/Earthquake Fault Road	0.0	A	9.0	A
18	SR 839/unnamed rural road	0.0	A	0.0	A
19	Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2)	0.0	A	0.0	A
22	US 50/SR 361	8.8	A	9.1	A
23	SR 844/SR 361	8.5	A	8.5	A

Notes: [a] Delay is measured in seconds per vehicle.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using Synchro 10.

Table 2-7. Existing Roadway Segment LOS

Class I Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Average Travel Speed [a]	**LOS [b]**	**Average Travel Speed [a]**	**LOS [b]**
US 50, west of Macari Lane	66.2	A	65.9	A
US 50, west of Sand Mountain Road	65.8	A	65.2	A
US 50, west of SR 839	66.1	A	65.3	A
US 50, west of SR 121	66.4	A	66.0	A
SR 839, south of US 50	61.9	A	61.8	A
US 95, south of Rawhide Road	65.7	A	65.7	A
SR 361, south of US 50	62.0	A	61.9	A
Class III Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Percent of Free Flow Speed [c]	**LOS [b]**	**Percent of Free Flow Speed [c]**	**LOS [b]**
US 50, west of Crook Road	90.9	B	90.8	B
US 95, south of Union Lane	95.0	A	94.2	A
US 95, south of Scheckler Road	91.4	B	89.7	B

Notes: [a] In miles per hour.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using the Highway Capacity Software.
[c] In percent.

CHAPTER 3
PROPOSED NETWORK CHANGES

As discussed in Chapter 1, the Proposed Action would involve the permanent closure of various classes of existing public roads and trails to civilian traffic. Appendix E contains maps showing the roads to be closed. The most notable roadway to be closed is SR 839 under Alternatives 1 and 2 of the Proposed Action, and a portion of SR 361 under Alternative 3. The following paragraphs describe the proposed SR 839 and SR 361 replacement options analyzed as part of this study[3], the existing characteristics of SR 839 and the intersections that would provide access from the replacement options to US 50 or US 95, and the existing characteristics of SR 361.

3.1 SR 839 REPLACEMENT OPTION ACCESS INTERSECTIONS

The Navy considered various criteria in assessing and identifying options to replace SR 839. These included the location of the route relative to population centers and the existing SR 839 alignment and design considerations, including drainage issues, passing through rugged or mountainous terrain, and associated costs. It is anticipated that most of the traffic on the existing SR 839 originates in and around Fallon, and existing turning movement counts at US 50/SR 839 indicate that approximately 65 percent of the traffic moving to and from SR 839 comes from the west. Therefore, identification of replacement options to the east of B-17 would result in additional travel distance for the majority of motorists moving through this intersection. Therefore, no options to the east of B-17 were identified for analysis.

Figure 3-1 shows the alignment of the proposed three replacement options for SR 839. As shown, Option 1 runs along a generally east/west alignment between Ryan Canyon Road and US 95, while Options 2 and 3 extend to the north and west before connecting to US 50 to the west of the existing US 50/SR 839 intersection. Ryan Canyon Road is a locally maintained unpaved road that extends southward from the southern terminus of SR 839 in northern Mineral County. SR 839 terminates approximately 4 miles south of the Churchill County/Mineral County border. Option 1 would connect to US 95 at Rawhide Road, Option 2 would connect to US 50 at an unnamed road to the east of Sand Mountain Road, and Option 3 would connect to US 50 at Macari Lane. The following paragraphs summarize observations of existing roadway conditions at the three intersections and on SR 839 itself. Appendix F contains photography of the three intersections and segments of SR 839.

3.1.1 US 95/Rawhide Road - Replacement Road Option 1

This three-legged intersection is located on rolling terrain roughly halfway between the communities of Fallon and Shurz. There is a stop sign for westbound traffic on Rawhide Road, while northbound and southbound traffic on US 95 may proceed through the intersection freely. There is a short paved segment on Rawhide Road adjacent to US 95, but the roadway is unpaved and veers to the northeast to the east of the intersection. There is a white stop bar at the intersection, but no other pavement markings. US 95 provides one 12-foot through lane in each direction with broken yellow centerline stripes and white pavement edge markings. Rumble strips are provided along the centerline and adjacent to the edge of pavement on the east and west sides of US 95.

[3] SR 839 and SR 361 are managed and maintained by NDOT, and any removal from and/or addition to the state highway system is subject to NDOT polices, including the design of the replacement roadway.

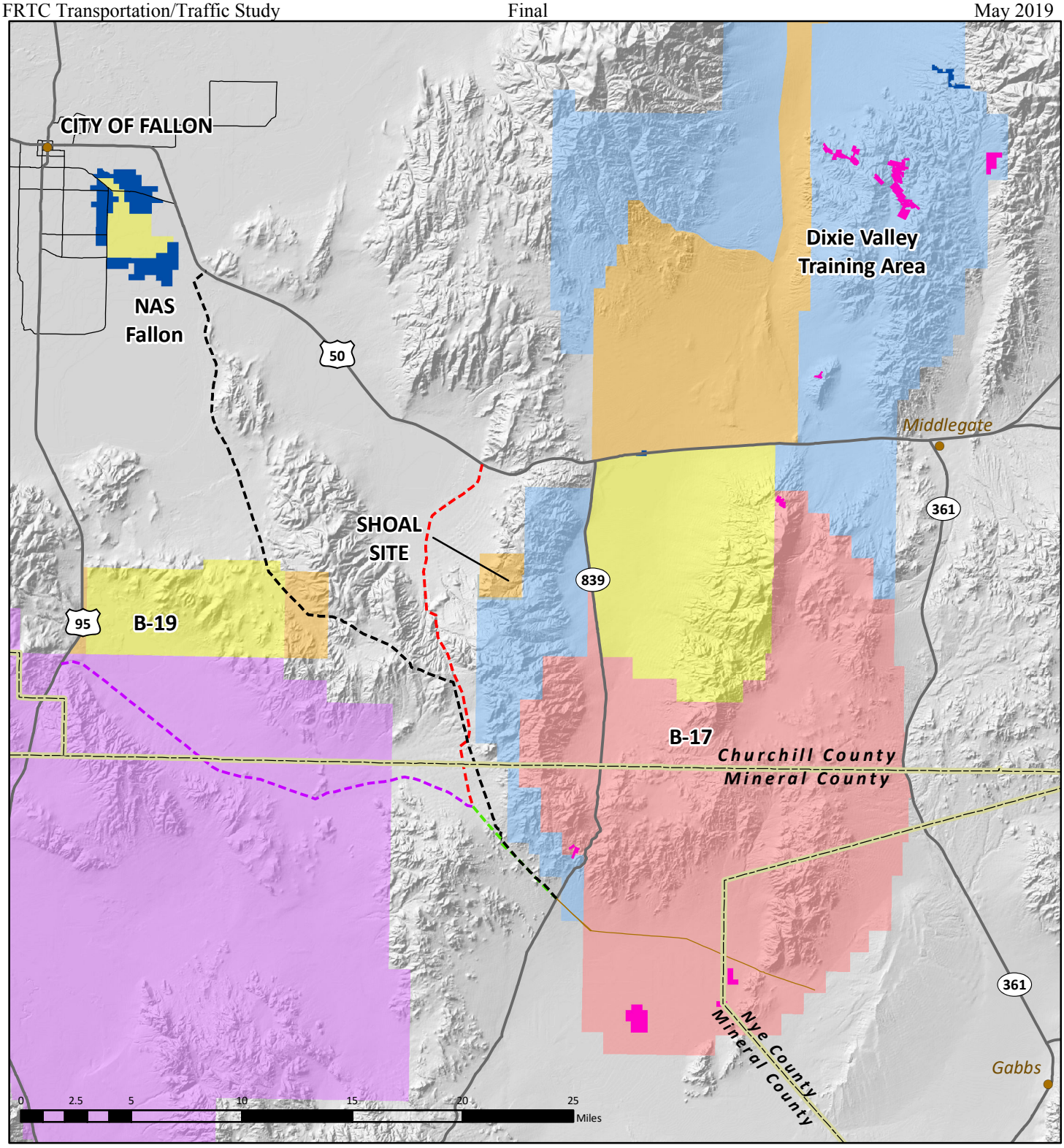
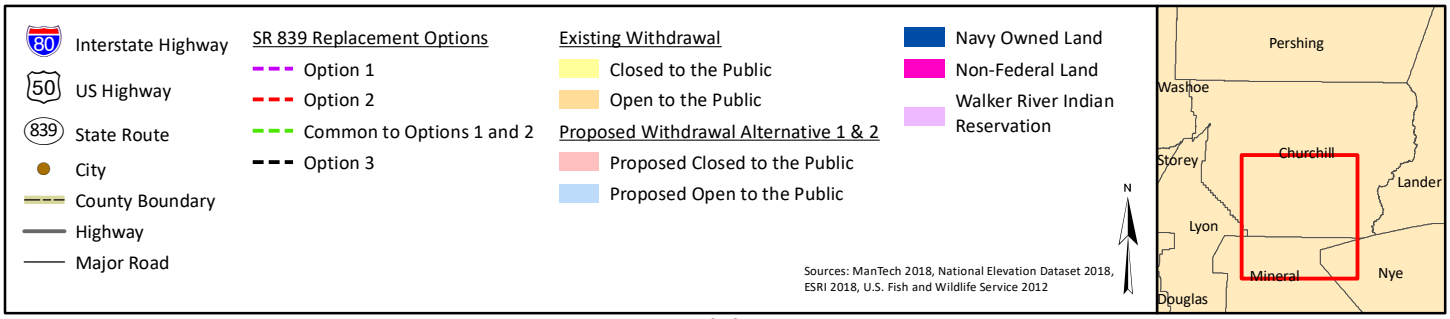


Figure 3-1. SR 839 Replacement Options



Reflective markers are provided on both sides of the roadway, and there is a curve warning side with a speed advisory for northbound traffic to the south of the intersection. There are no intersection warning signs on US 95 proximate to Rawhide Road. There is a substantial uphill grade on US 95 to the south of the intersection. There are no obstructions to sight distance, and at the time of the observations (Wednesday, 7 December at approximately 1100), traffic consisted primarily of trucks. Northbound vehicles were observed passing through the intersection at high speed, while several passenger vehicles were observed passing trucks in the southbound direction. Should Option 1 be selected, the intersection would need to be improved to comply with NDOT requirements[4].

This would likely necessitate paving and realigning Rawhide Road and installing additional signage (e.g., intersection warning signs and route guide signs[5]). Projected future volumes assuming the redistribution of traffic from SR 839 to Option 1 would not warrant traffic signal control.

Other possible improvements, if warranted, may include acceleration/deceleration lanes for northbound traffic at the intersection and perpendicular rumble strips across Rawhide Road adjacent to the intersection, as are in place on the existing SR 839.

3.1.2 US 50/SR 839 Replacement Road Option 2

This three-legged intersection is situated on generally level terrain to the west of the existing SR 839, roughly midway between the communities of Fallon and Middlegate. The south leg of the intersection, roughly 18 feet wide, is not paved, and there are no signs on any of the legs advising motorists of this intersection. There is also a dirt road (roughly 10 feet wide) on the north side of US 50. Adjacent to this intersection, US 50 is flat and straight, and includes two 12-foot-wide through lanes separated by broken yellow centerline stripes. White pavement edge stripes are provided adjacent to the edge of the roadway, and rumble strips in the centerline and adjacent to the edge of the pavement. There are no paved shoulders on this segment of US 50, and reflective markers are installed adjacent to the roadway. For westbound traffic, there is a range cattle warning sign to the south of the intersection and a sign to the west of the intersection indicating the Sand Mountain Recreational Area and the Pony Express Trail.

There are no obstructions to sight distance and minimal traffic was seen on US 50 at the time of the observation (Thursday, 8 December at 1124). As with the other options, should Option 2 be selected, the intersection would need to be improved to comply with NDOT requirements. This would likely necessitate paving the SR 839 replacement route and installing additional signage (e.g., intersection warning signs and route guide signs). Projected future volumes assuming the redistribution of traffic from SR 839 to Option 2 would not warrant traffic signal installation. Other possible improvements, if warranted, may include perpendicular rumble strips across the SR 839 replacement route adjacent to the intersection, as are currently in place on the existing SR 839.

3.1.3 US 50/Macari Lane – Replacement Road Option 3

The US 50/Macari Lane “T”-intersection would provide access to and from US 50 for the SR 839 Replacement Option 3. The intersection is located on level terrain to the east of the City of Fallon and NAS Fallon. The south leg of the intersection is 24 feet wide and is paved, although the pavement condition on this leg is poor. There is a stop sign to control northbound traffic on Macari Lane and eastbound and

[4] Assuming, of course, that the replacement option is intended to be accepted into the state highway system, and managed and maintained by NDOT.

[5] Since this route runs along an east/west alignment, an even route number may be assigned, instead of SR 839, assuming the road is accepted by NDOT.

westbound motorists on US 50 can proceed freely through the intersection. Adjacent to this intersection, US 50 is generally flat and straight, and includes two 12-foot-wide through lanes separated by double yellow centerline striping. Similar to the other locations described above, US 50 includes white pavement edge stripes and rumble strips along the roadway edges and in the centerline. There are no paved shoulders on this segment of US 50, and reflective markers are installed adjacent to the roadway.

There are no obstructions to sight distance and traffic was minimal on US 50 at the time of the observation (Thursday, 8 December at 1200). As with the other options, if Option 3 were to be selected, the intersection would need to be improved to comply with NDOT requirements. This would likely necessitate repaving the SR 839 replacement route and installing additional signage (e.g., intersection warning signs and route guide signs). As with Options 1 and 2, projected future volumes assuming the redistribution of traffic from SR 839 to Option 3 would not warrant traffic signal control. Other possible improvements, if warranted, may include perpendicular rumble strips across the SR 839 replacement route adjacent to the intersection, as are in place on the existing SR 839.

3.1.4 Existing SR 839

The existing SR 839 runs along a generally north/south alignment from Ryan Canyon Road in Mineral County to its northern terminus at US 50 in Churchill County. SR 839 is a two-lane highway that passes through various terrain types. Immediately south of US 50, SR 839 runs along a generally straight alignment through level terrain. Further to the south, SR 839 passes through rolling and mountainous terrain, where motorists negotiate a series of horizontal curves. The typical cross-section of SR 839 includes two 12-foot lanes separated by double yellow centerline striping, with rumble strips in the centerline and along the roadway edges. Reflective markers are provided on both sides of the highway. There are no paved shoulders or edge striping. Pavement condition is mixed, and there are several instances of spot repaving, particularly in the northern portion of the alignment.

There is minimal development adjacent to SR 839. The most significant use is the B-17 bombing range, which has a primary access point approximately 2 miles to the south of US 50, and a secondary access point about 7.5 miles south of US 50. Other adjacent land uses include a soil stockpile area, a vacant livestock storage area, and a fenced area containing large drums. The Shoal underground nuclear test site is located in the mountainous areas to the west of SR 839, and a dirt access road extends westward from SR 839 to this area. This road intersects SR 839 roughly half way between the primary and secondary access points to B-17. Further to the south, the Rawhide Mine takes access via Ryan Canyon Road, which is the continuation of SR 839 to the south in Mineral County. According to data at count station 0010031, located on SR 839 0.60 miles south of US 50, SR 839 has an average daily traffic volume of 40 vehicles per day as of 2017.

The US 50/SR 839 intersection is a “T” intersection consisting of west, south and east legs. There is a stop sign for northbound traffic approaching the intersection via SR 839, and eastbound and westbound traffic on US 50 can proceed freely through the intersection. There are a series of signs and four sets of perpendicular rumble strips across SR 839 to advise motorists they are approaching the US 50 intersection. Intersection warning signs are provided on all intersection legs and reflective markers are provided along the edge of both roadways. However, there is a gap in the reflective markers along the south side of US 50 to the east of SR 839. Numerous guide signs are provided to advise motorists that they are approaching US 50, SR 839, the B-17 range. There is also a range cattle warning sign for westbound traffic to the west of the intersection. There are no obstructions to sight distance at the intersection.

3.2 SR 361 REPLACEMENT OPTION

3.2.1 SR 361 - Replacement Road Option 4

Figure 3-2 shows the alignment of the proposed replacement option analyzed for the purposes of this study for the portion of SR 361 that would be affected by the reconfigured B-17 range. The portion of SR 361 proposed to be replaced begins approximately 12 miles south of the town of Middlegate. At this location, the road would be routed to the east, through rolling, undeveloped terrain where no roadway currently exists. The replacement roadway would curve back to the west, around the proposed edge of the reconfigured B-17 range, and run for approximately 11.5 miles, and reconnect with the existing SR 361 approximately 3 miles north of the access road leading to the Gabbs Airport. The proposed replacement route analyzed in this study is approximately 0.5 miles shorter in distance than the existing SR 361, which curves in to the west (see Section 3.2.2 for a description of the existing SR 361 section). Access roads with gates heading west into the reconfigured B-17 range would be established at points where SR 361 is to be rerouted to the north and south. There are currently no intersections at the locations where the access roads would be established.

As with the other options, should Option 4 be selected, the road would need to be established and intersections would need to comply with NDOT requirements. This would likely necessitate paving the new portion of SR 361 and installing additional signage (e.g., intersection warning signs at new entry gates and route guide signs). Projected future volumes assume a minimal amount of traffic redistribution, based on the length and route of the replacement Option 4 and lack of other paved roads in the immediate area; therefore, Option 4 would not warrant traffic signal installation.

3.2.2 Existing SR 361

The existing SR 361 runs along a generally north/south alignment for approximately 63 miles from the US 95 just north of the town of Luning in Mineral County to its northern terminus at US 50 in Churchill County. SR 361 is a two-lane highway that passes through various terrain types. Immediately south of US 50, SR 361 runs along a generally straight alignment heading southeast through level terrain, and then curves to west slightly and then east again through Nye County and around the town of Gabbs. The road then turns west again after it intersects with SR 844 (heading east towards Berlin-Ichthyosaur State Park and the town of Ione) and reenters Mineral County. The portion of the SR 361 proposed to be replaced is approximately 12 miles long, and begins approximately 12 miles south of the town of Middlegate and ends approximately 6 miles north of the intersection of SR 361 with SR 844.

The typical cross-section of SR 361 includes two 12-foot lanes separated by double yellow centerline striping, with rumble strips in the centerline and along the roadway edges. Rumble strips are provided along the centerline and adjacent to the edge of pavement, with reflective markers and white edge striping on both sides of the roadway. There are no paved shoulders. Pavement condition is generally good, especially toward the northern terminus at the US 50, but the pavement condition becomes mixed further south along the alignment, with many instances of spot repaving.

There is no development to the east or west of the portion of SR 361 that would be replaced, and the roadway is generally used to connect with the US 50 to north, where the majority of traffic heads west to the City of Fallon, with a small portion turning east into Lander County and toward the town of Austin. Motorists traveling south from this portion of SR 361 head toward the junction with US 95, and a small portion of the traffic turns east at SR 844 to visit the ghost town of Ione or Berlin-Ichthyosaur State Park. The Gabbs Airport, located approximately 3 miles south from the portion of SR 361 to be replaced, is a small county airport that is open to the public and has two dirt runways (5,900 feet and 2,800 feet long, respectively) (Federal Aviation Administration 2018).

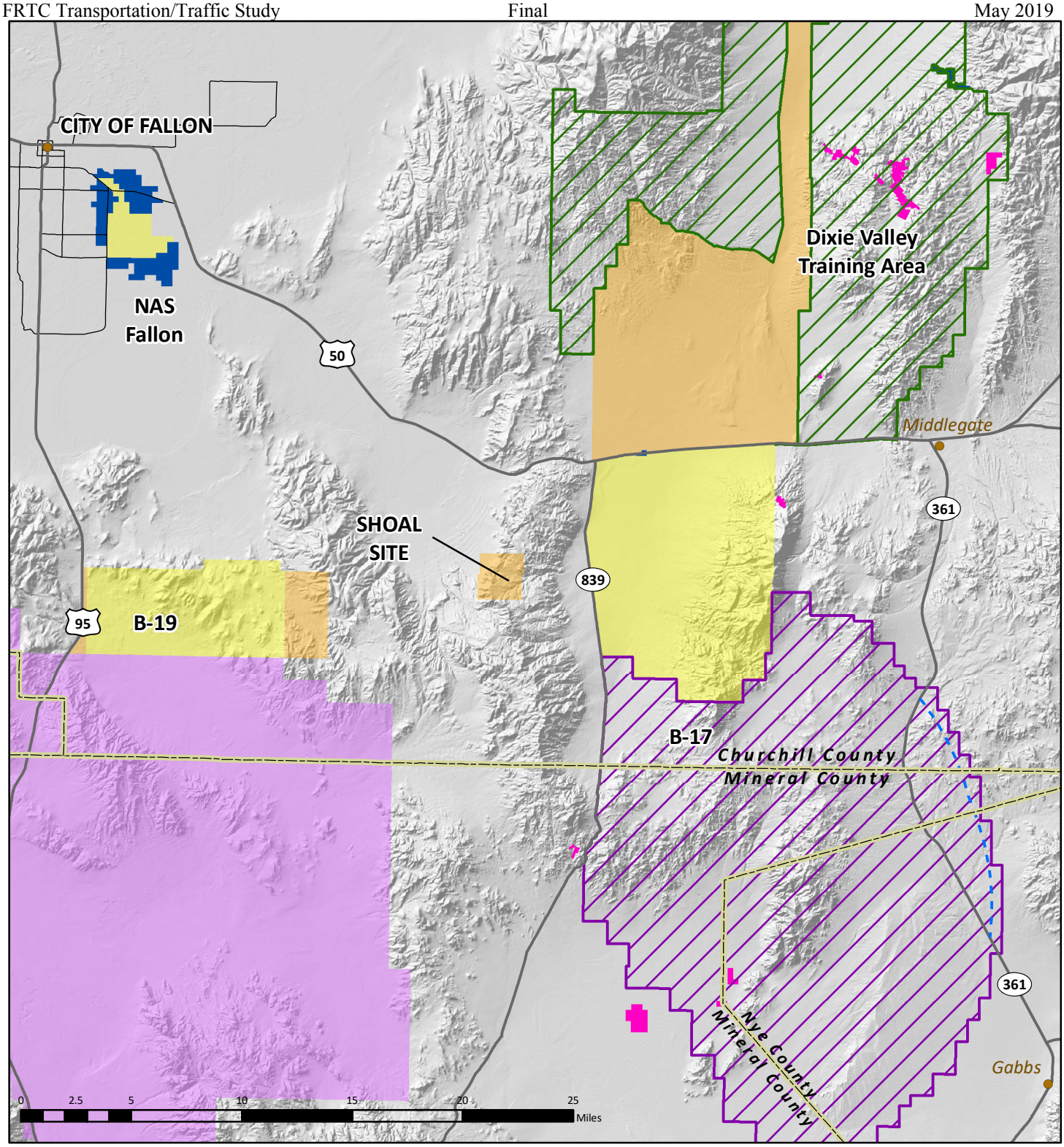


Figure 3-2. SR 361 Replacement Option

Interstate Highway
US Highway
State Route
City
County Boundary
Highway
Major Road

SR 361 Replacement Option
Option 4

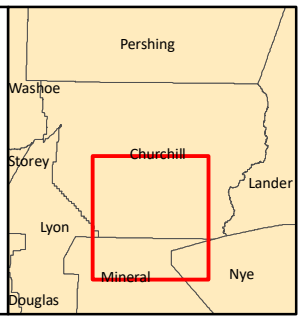
Existing Withdrawal
Closed to the Public
Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

Navy Owned Land
Non-Federal Land
Walker River Indian Reservation

N

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012



According to data at count station 0010035, located on SR 361 approximately 400 feet south of US 50, SR 361 has an average daily traffic volume of 370 vehicles per day as of 2017. Data count station 0230040, located on SR 361 approximately 0.2 miles north of SR 844 has an average daily traffic volume of 270 vehicles per day as of 2017 (NDOT 2017a).

3.3 SR 839 AND SR 361 REPLACEMENT OPTIONS MINIMUM DESIGN CRITERIA

For the purposes of this Transportation/Traffic Study, it is assumed that the selected road replacement option (one of the three options for SR 839, or the portion of SR 361 to be replaced) would be planned and designed in accordance with NDOT requirements, including the abandonment of the existing roadway and the acceptance of the replacement facility into the state highway system. The minimum design criteria and the preliminary cost estimates for the SR 839 options and the SR 361 replacement option have been developed through coordination with NDOT.

3.4 PLANNED AND PROGRAMMED IMPROVEMENTS BY OTHERS

3.4.1 Interstate 11 ("Mountain West Corridor")

The Interstate 11 project, designated by the federal government as the "Mountain West Corridor", would run across the western United States between Mexico and Canada. A segment of Interstate 11 would cross northern Nevada and the US 95 corridor is one potential alignment option. Phase I of the project would be constructed in the Boulder City area in early 2018 (NDOT 2017d). Review of the website did not identify any timeframe for the completion of Interstate 11 segments near the study area.

The Nevada State Freight Plan (NDOT 2017e) describes project planning for the Interstate 11 project. Action 1.2 of the Freight Strategies and Implementation Actions recommends performing a series of studies to assess the strategic extension of Interstate 11 from Las Vegas to the Canadian border, including detailed corridor planning to determine a single preferred Interstate 11 corridor between the Las Vega metropolitan area and the northern Nevada border. This action is identified as "Immediate," which indicates that it is to be accomplished in 0-2 years. Exhibits showing the Interstate 11 route alignment in this document are conceptual in nature, and appear to generally follow the US 95 alignment from Las Vegas to Interstate 80, to the east of Reno. Given that Interstate 11 to the north of Las Vegas is still in planning stages and no timeframe is provided for the construction of this segment, the analysis in Chapter 5 does not assume the construction of this freeway within the timeframe of the Proposed Action.

3.4.2 Other Projects

The Denton Rawhide mine, which is located in Mineral County to the west of proposed withdrawal for B-17, was permitted for a 107-acre expansion in March 2017. It is anticipated that the workforce at the mine would be increased by 45 personnel, and that heavy truck trips would be increased by 45 percent. There is also a current permit for a Class 1 solid waste landfill for the open pit at the mine site. The traffic growth projections described in Chapter 4 include future traffic volumes associated with these permitted activities.

On-line research was conducted on Churchill County, Mineral County, and City of Fallon websites to identify funded transportation improvements that would be in place prior to the start of the Proposed Action (i.e., 2022). The review did not identify any such improvements and therefore the capacity analysis presented in Chapter 5 is based upon existing lane configuration and traffic control.

This page intentionally left blank.

CHAPTER 4
FUTURE CONDITIONS

The following section describes the assumptions used to develop future traffic volume projections for the Baseline condition, the No Action Alternative, Options 1 to 3 to replace SR 839, and the SR 361 realignment (Option 4).

4.1 BASELINE TRAFFIC VOLUMES

The Baseline condition is based on the projected traffic impacts at the start of the Proposed Action in the year 2022. Existing traffic counts from NDOT traffic count stations for the years 2006 through 2017 were used to develop the projections. Count stations proximate to each of the three subareas (i.e., the northern, southwestern, and southeastern) are depicted in Figures 4-1A through 4-1C. Twelve years' worth of data (i.e., 2006 to 2017) from each count station within each subarea was combined to estimate an average annual growth rate. Table 4-1 summarizes the growth trends between at these count stations by subarea.

Table 4-1. Traffic Growth Trends by Subarea

Data	Northern Subarea Count Stations	Southwestern Subarea Count Stations	Southeastern Subarea Count Stations
Combined 2006 AADT	2,720	60,220	4,170
Combined 2017 AADT	2,730	51,670	5,090
Change in AADT	10	-7,650	920
Average Annual % Change	0.03%	-1.29%	2.01%

Notes: AADT = Annual Average Daily Traffic volume; % = percent.
Source: NDOT 2017a, 2017b.

As shown in this table, the rate for the southeastern subarea was 2.01 percent per year. In the northern subarea and southwestern subarea, the traffic growth rates were either around zero percent or negative (i.e., 0.03 percent in the northern subarea and -1.29 percent in the southwestern subarea). In order to provide a conservative analysis, a generic annual growth rate of 0.50 percent was assumed for both the northern and southwestern subareas. The annual growth rates were then applied to the existing volumes presented in Chapter 2 for a period of five years to represent projected traffic growth between 2017 and 2022.

Figures 4-2A through 4-2D show the Baseline peak hour intersection turning movements.

The Baseline traffic volumes include projected traffic increases associated with cumulative development in and around the FRTC.

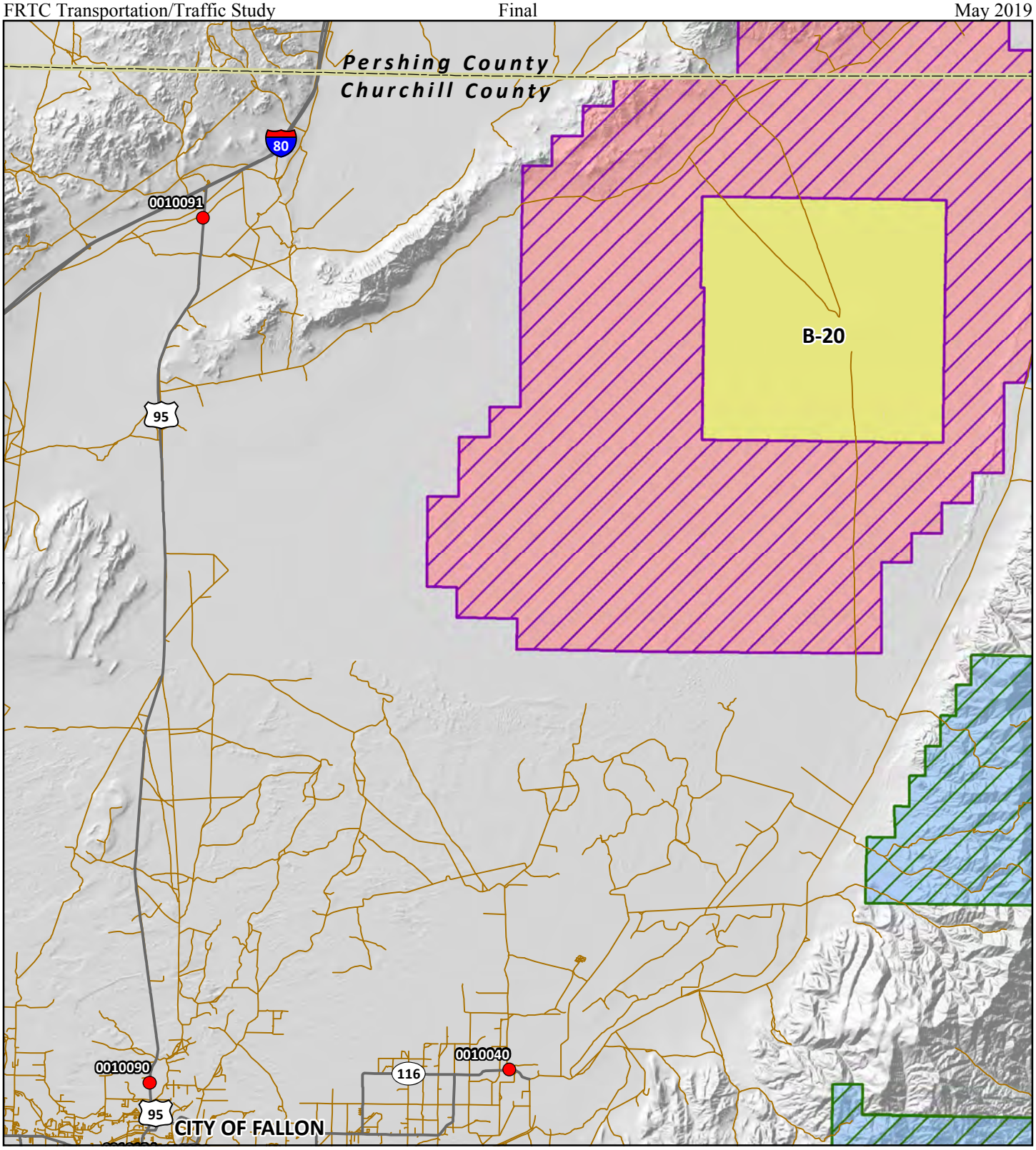


Figure 4-1A. NDOT Count Stations Used for Traffic Projections, Northern Subarea

Interstate Highway
US Highway
State Route
NDOT Count Stations
County Boundary
Highway
Local Road

Existing Withdrawal
Closed to the Public

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

0 2.5 5 Miles

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012, Nevada Department of Transportation 2017

N

Pershing
Washoe
Churchill
Storey
Lander
Lyon
Douglas
Mineral
Nye

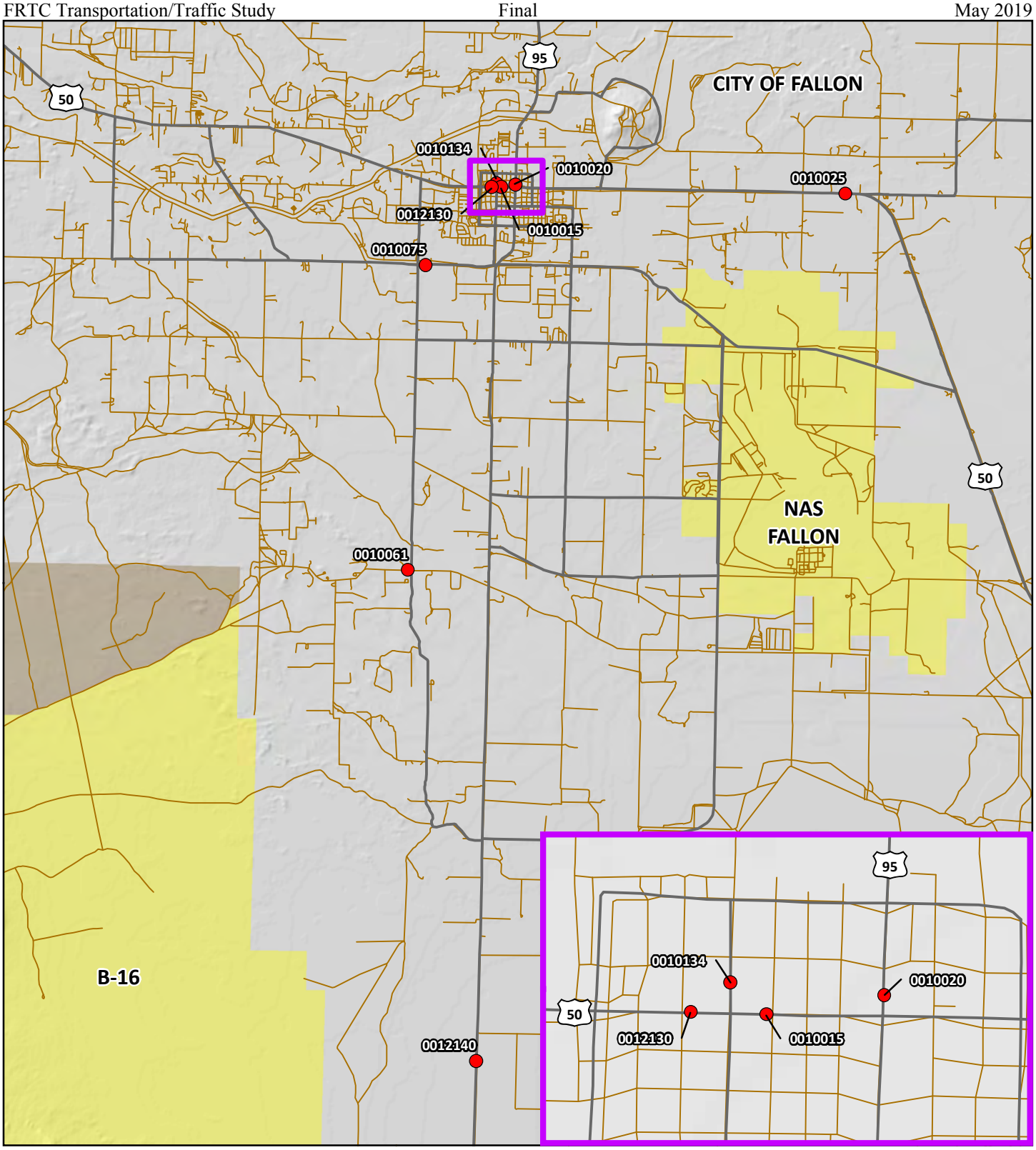


Figure 4-1B. NDOT Count Stations Used for Traffic Projections, Southwestern Subarea

Interstate Highway
US Highway
State Route
NDOT Count Stations
Highway
Local Road
Existing Withdrawal
Closed to the Public
Open to the Public-
Proposed Closed to the Public

0 2.5 5 Miles

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012, Nevada Department of Transportation 2017

N

Pershing
Washoe
Churchill
Storey
Lander
Lyon
Douglas
Mineral
Nye

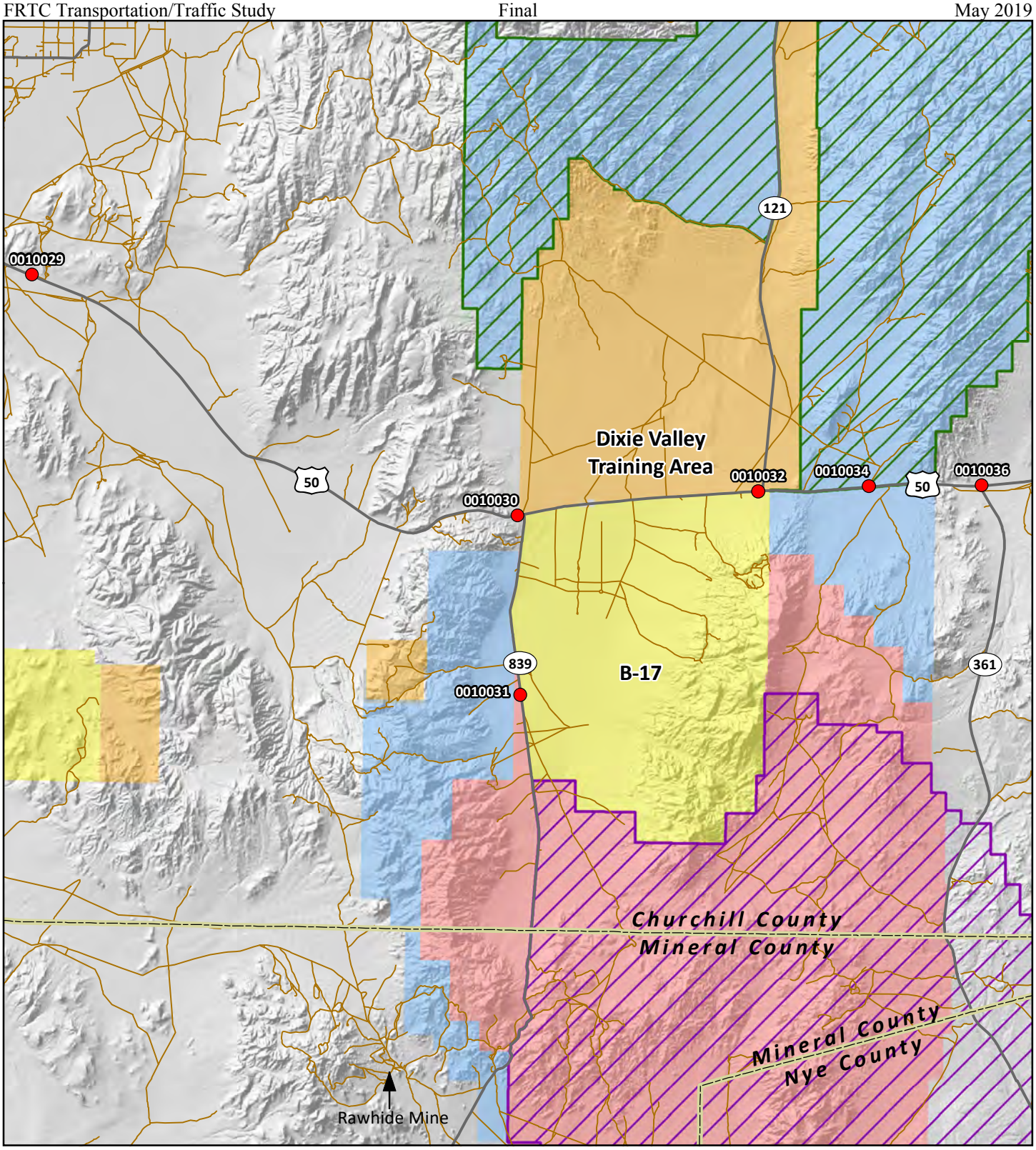


Figure 4-1C. NDOT Count Stations Used for Traffic Projections, Southeastern Subarea

Interstate Highway
US Highway
State Route
NDOT Count Stations

County Boundary
Highway
Local Road

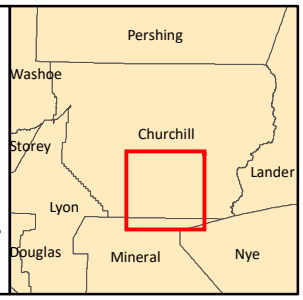
Existing Withdrawal
Closed to the Public
Open to the Public

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

0 2.5 5 Miles

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012, Nevada Department of Transportation 2017



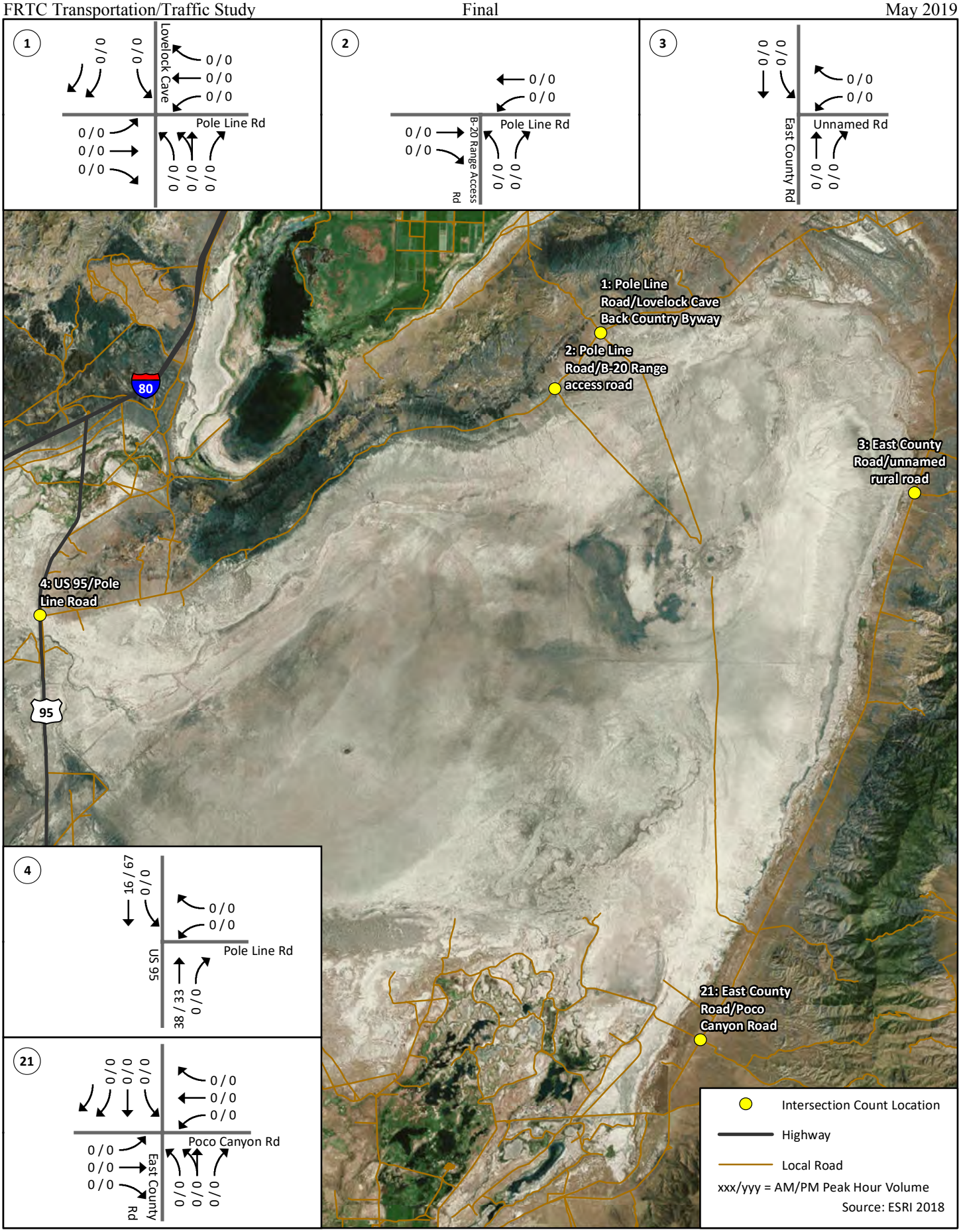


Figure 4-2A. Baseline Intersection Turning Movement Volumes, Northern Subarea

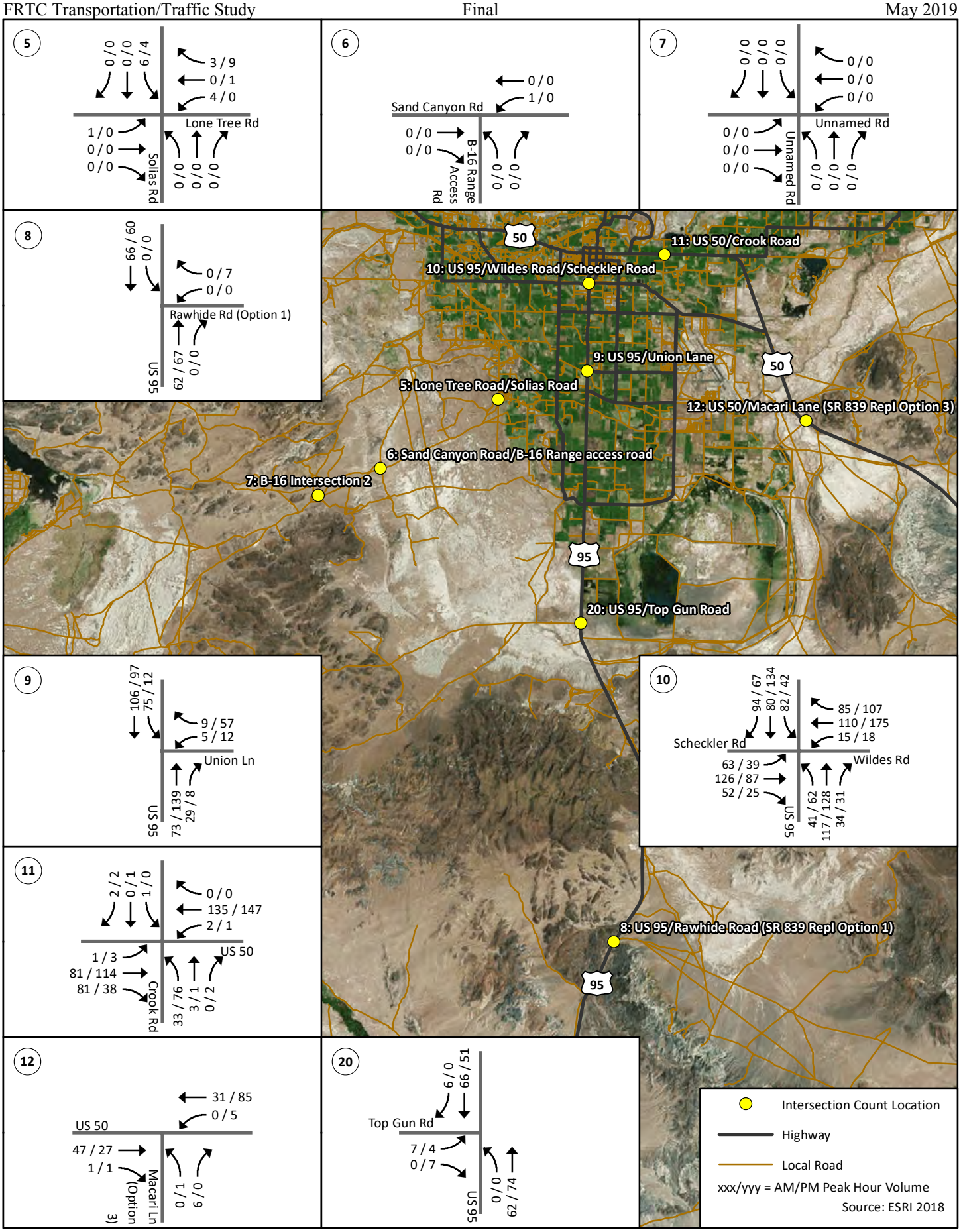


Figure 4-2B. Baseline Intersection Turning Movement Volumes, Southwestern Subarea

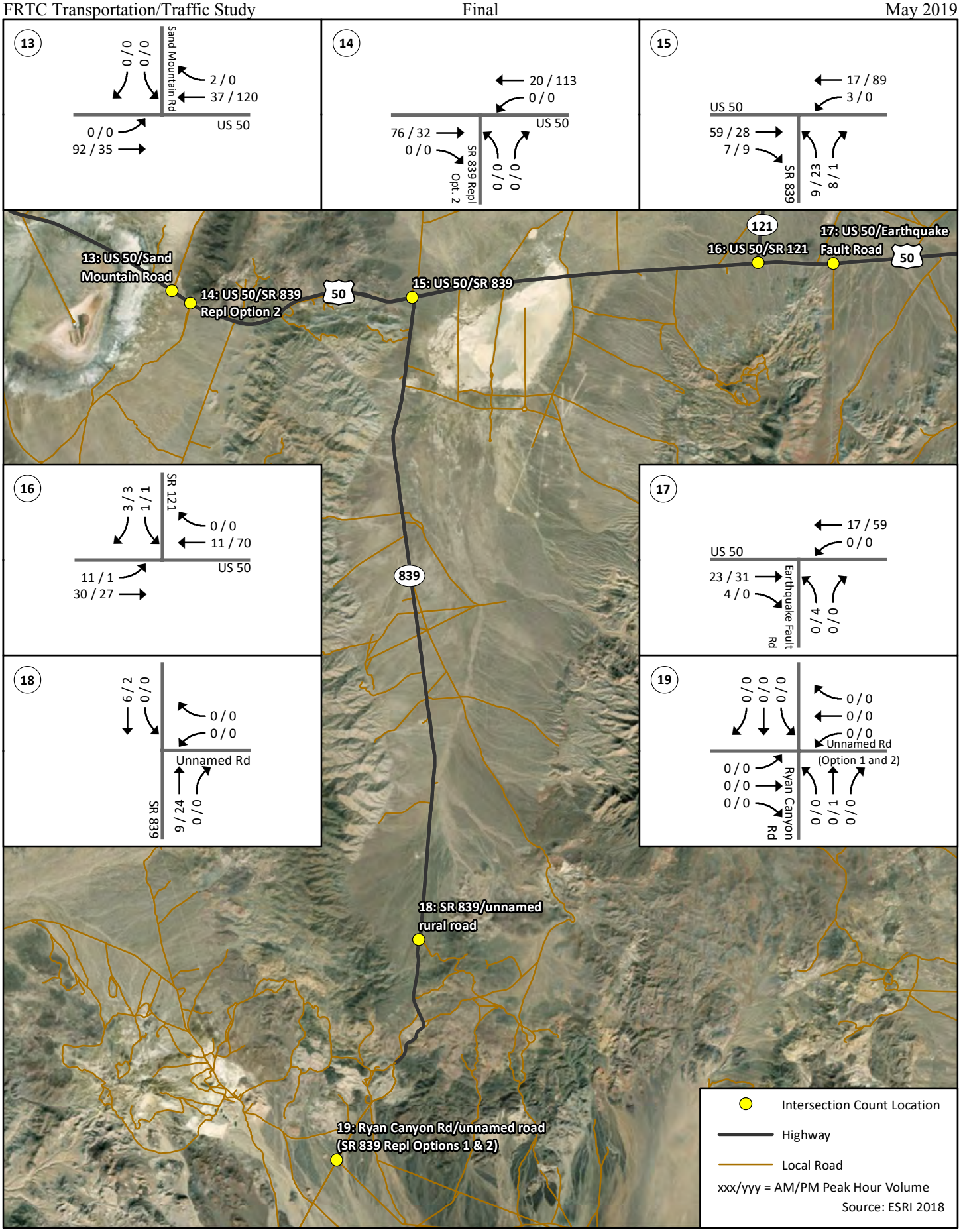


Figure 4-2C. Baseline Intersection Turning Movement Volumes, Southeastern Subarea

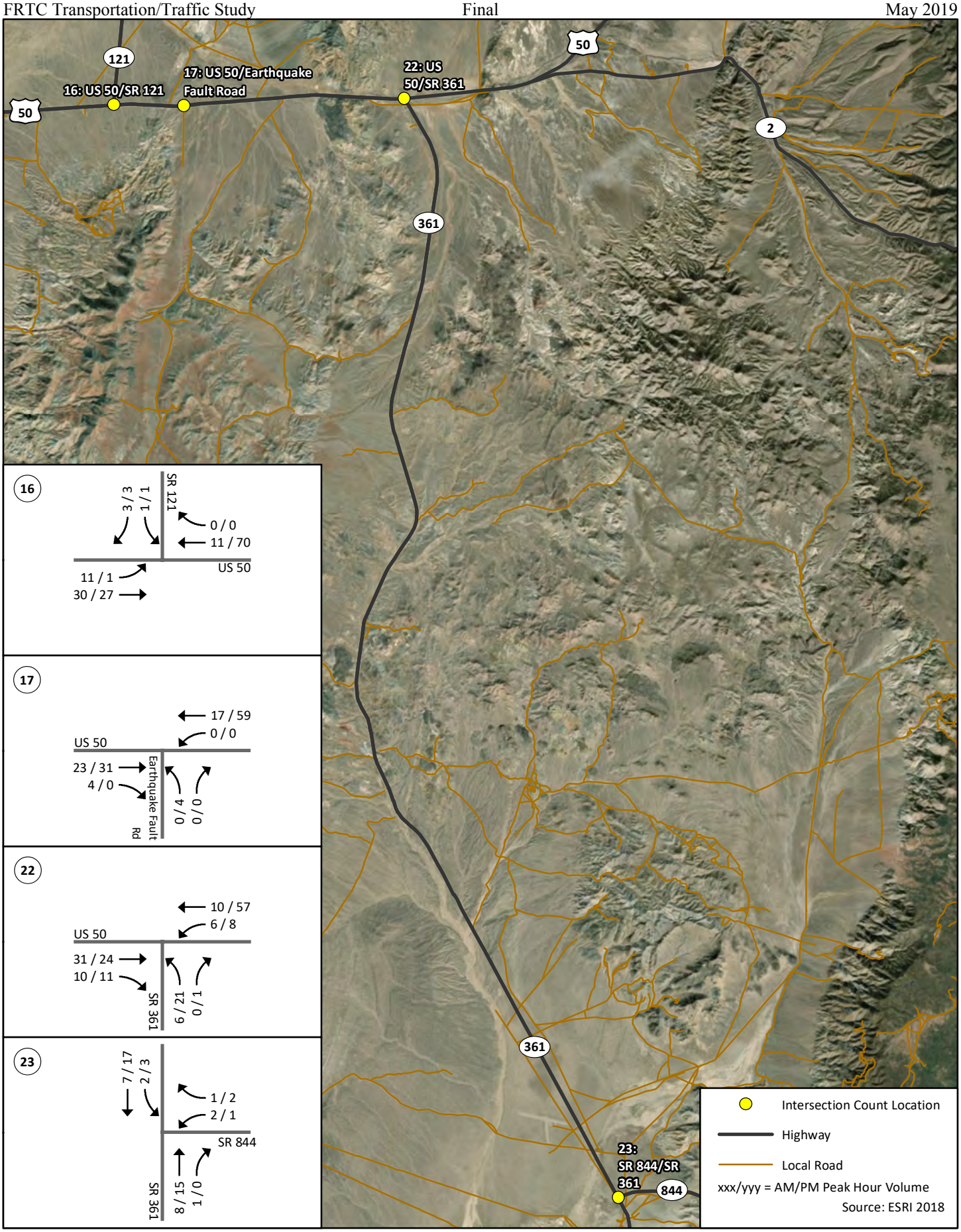


Figure 4-2D. Baseline Intersection Turning Movement Volumes, Southeastern Subarea Continued

4.2 NO ACTION ALTERNATIVE TRAFFIC VOLUMES

The No Action Alternative assumes that the Proposed Action would not proceed, and that the existing land withdrawals at the FRTC would not be renewed. As a result, existing training activities at NAS Fallon would be drawn down substantially, resulting in reduced traffic volumes at NAS Fallon and, to some degree, throughout the FRTC[6]. The Churchill County Master Plan (Churchill County 2010, 2015) and historical population data for Churchill County and the City of Fallon were consulted to assess how the No Action Alternative would affect traffic growth. It was found that the relocation of the Top Gun training program to NAS Fallon in 1996 did not have a substantial impact on population growth trends in Fallon or Churchill County. Churchill County and Fallon were also expected to experience population loss between 2010 and 2015. Based on this information, it was assumed that overall population trends in these communities are not determined by activities at NAS Fallon. However, any drawing down of training at NAS Fallon and the FRTC would be expected to reduce the number of military personnel, federal workers, and civilian contractors temporarily working and residing in these communities. This, in turn, could result in the scaling back and/or closure of some businesses that cater to these temporary residents. Based on this assessment, it was assumed that the No Action Alternative would result in an incremental reduction in traffic growth as compared to Baseline conditions. For a conservative analysis, it was assumed that the annual growth rate for all subareas would be reduced by 0.25 percent per year. The reduced annual growth factors were applied to existing traffic volumes to estimate No Action Alternative traffic volumes. Figures 4-3A through 4-3D show peak hour intersection turning movement volumes within the northern, southwestern, and southeastern subarea.

4.3 REDISTRIBUTION OF TRAFFIC

The Proposed Action would not result in any incremental increase in existing traffic generation. Instead, the Proposed Project's traffic impacts would arise from the redistribution of traffic from their current routes to other roadways due to the closure of existing public roads resulting from training range modernization. For Options 1 to 3, related to the replacement of SR 839, the Proposed Action would result in the redistribution of peak hour traffic from the following intersection turning movements:

- Lone Tree Road/Solias Road: western leg (i.e., eastbound left, through and right; northbound left; southbound right; westbound through)
- US 50/SR 839: southern leg (i.e., eastbound right; westbound left; and northbound left and right)

Traffic from the US 95/Pole Line Road intersection was not redistributed because no vehicles were counted on the west leg at this intersection.

The proposed realignment of SR 361 under Option 4 analyzed in this study would result in a minor redistribution of peak hour movements at the following intersections:

- US 50/SR 361 (i.e., eastbound through and right; westbound through and left; northbound left)
- SR 844/SR 361 (i.e., northbound through and right)

For each option, the Baseline traffic volumes for each of these movements was redistributed throughout the study area based on likely travel routes between assumed origins and destinations. At the US 50/SR 839 intersection and the US 50/SR 361 intersection, traffic traveling to and from the west were assumed to originate in and around the Fallon area. Traffic to and from the east were assumed to approach via US 50

[6] The potential future development in the previously withdrawn areas, if any, is outside the scope of this analysis.

from the Middlegate area and points east, and traffic approaching from the south was assumed to originate in Mineral County and Shurz. Traffic at Lone Tree Road/Solias Road is assumed to travel between the Fallon area and undeveloped areas to the west of the proposed B-16 range.

Figures 4-4A through 4-4D present Baseline Plus Option 1 peak hour volumes; Figures 4-5A through 4-5D depict Baseline Plus Option 2 peak hour volumes; Figures 4-6A through 4-6D illustrate Baseline Plus Option 3 peak hour volumes; and Figures 4-7A through 4-7D illustrate Baseline Plus Option 4 peak hour volumes.

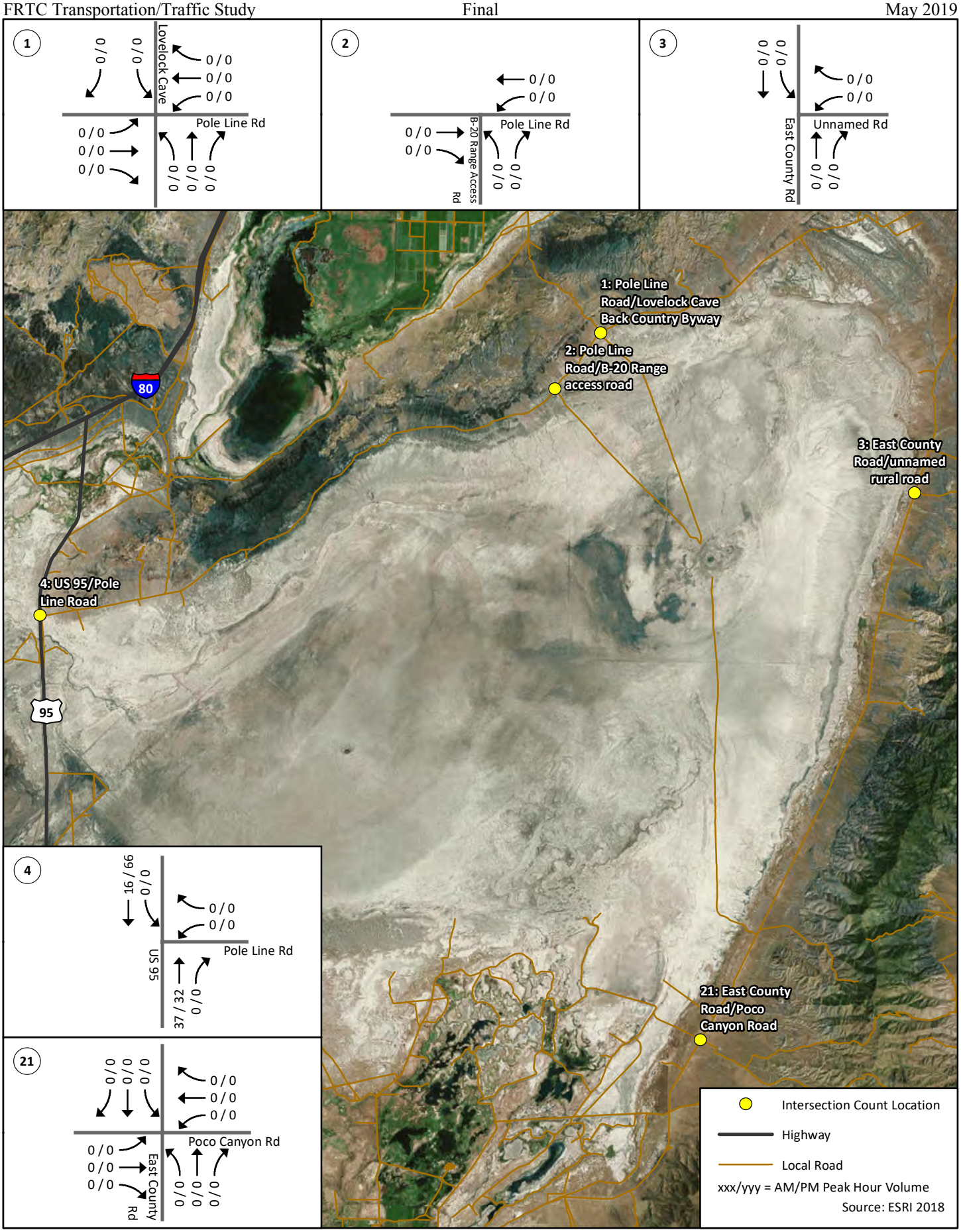


Figure 4-3A. No Action Intersection Turning Movement Volumes, Northern Subarea

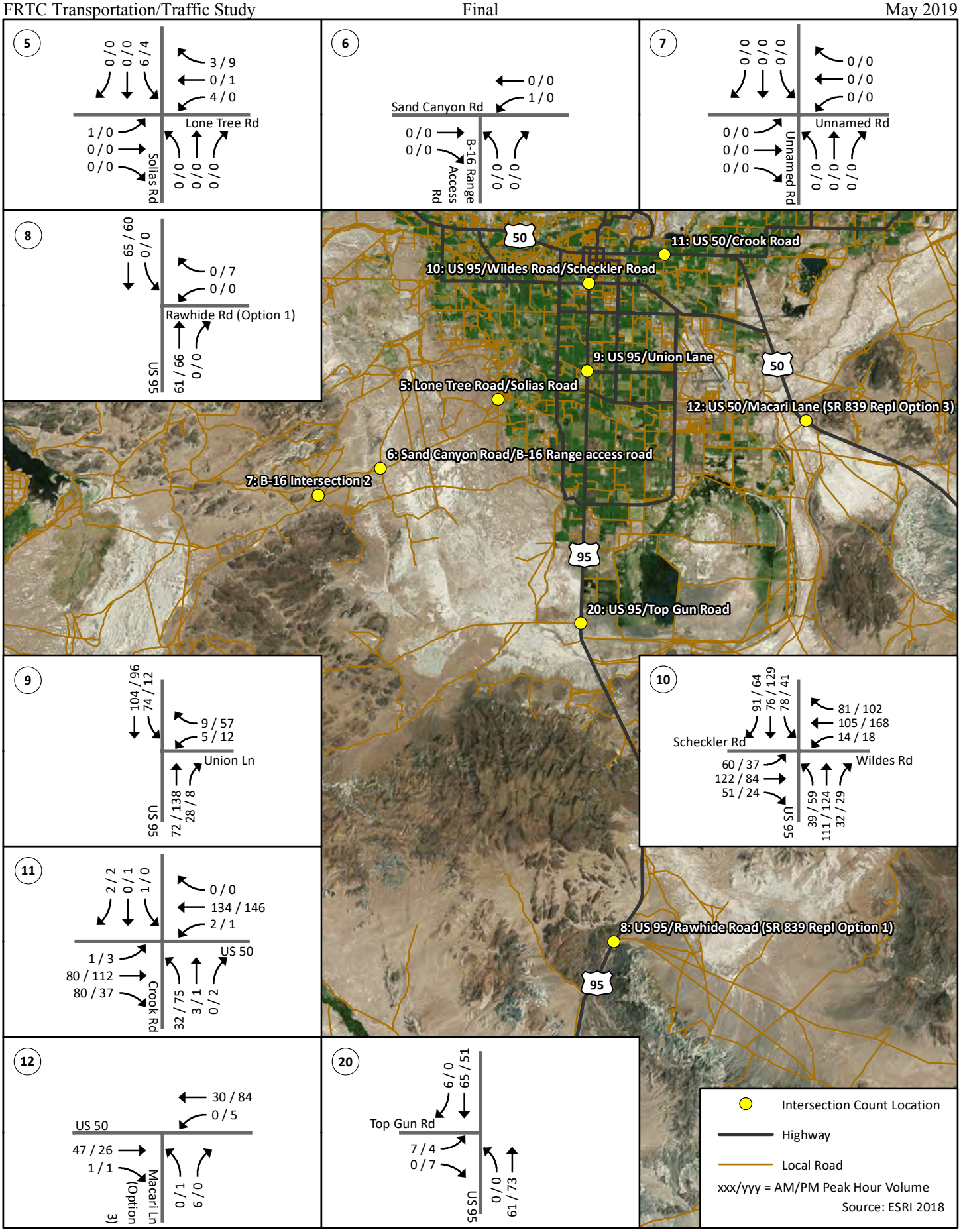


Figure 4-3B. No Action Intersection Turning Movement Volumes, Southwestern Subarea

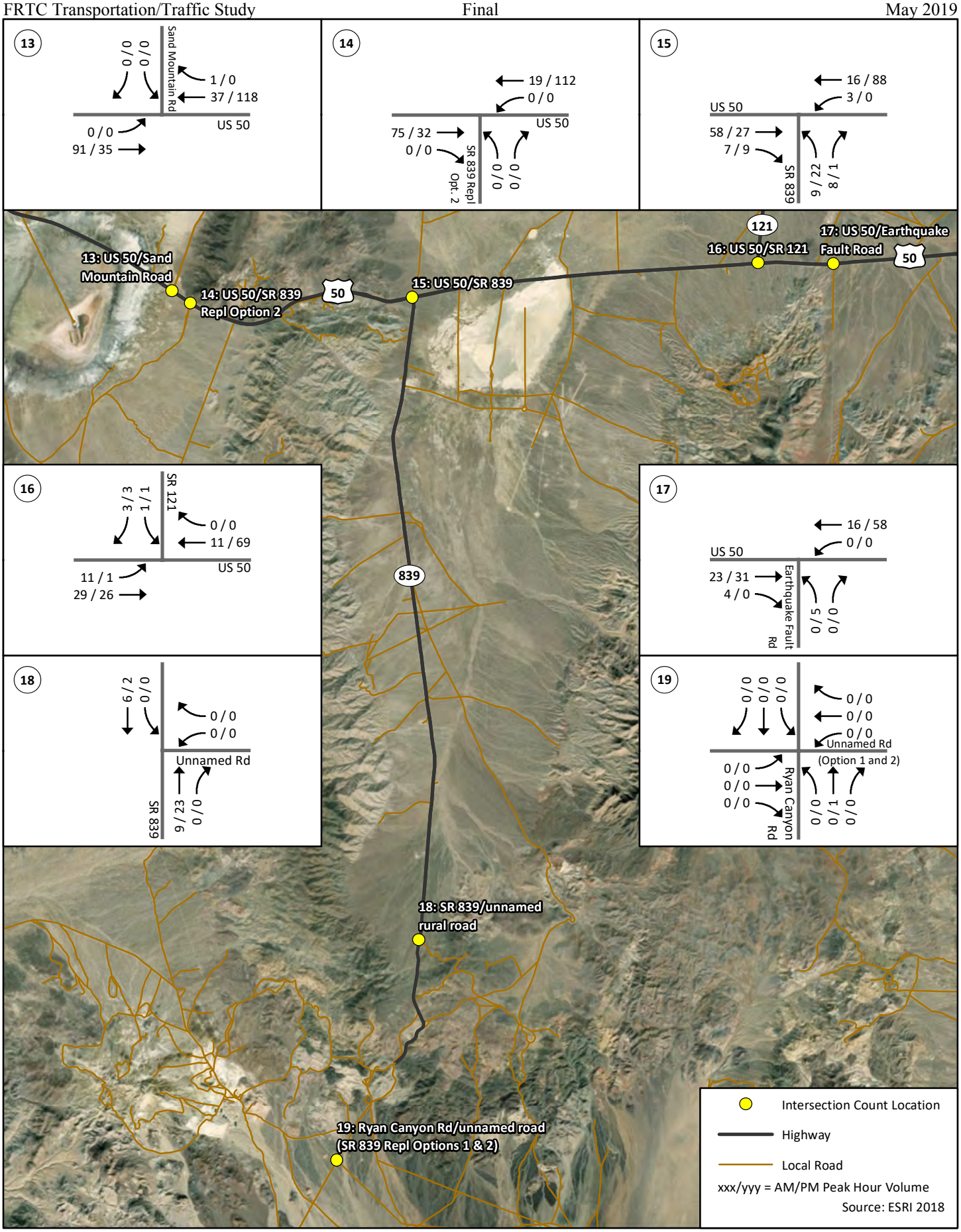


Figure 4-3C. No Action Intersection Turning Movement Volumes, Southeastern Subarea

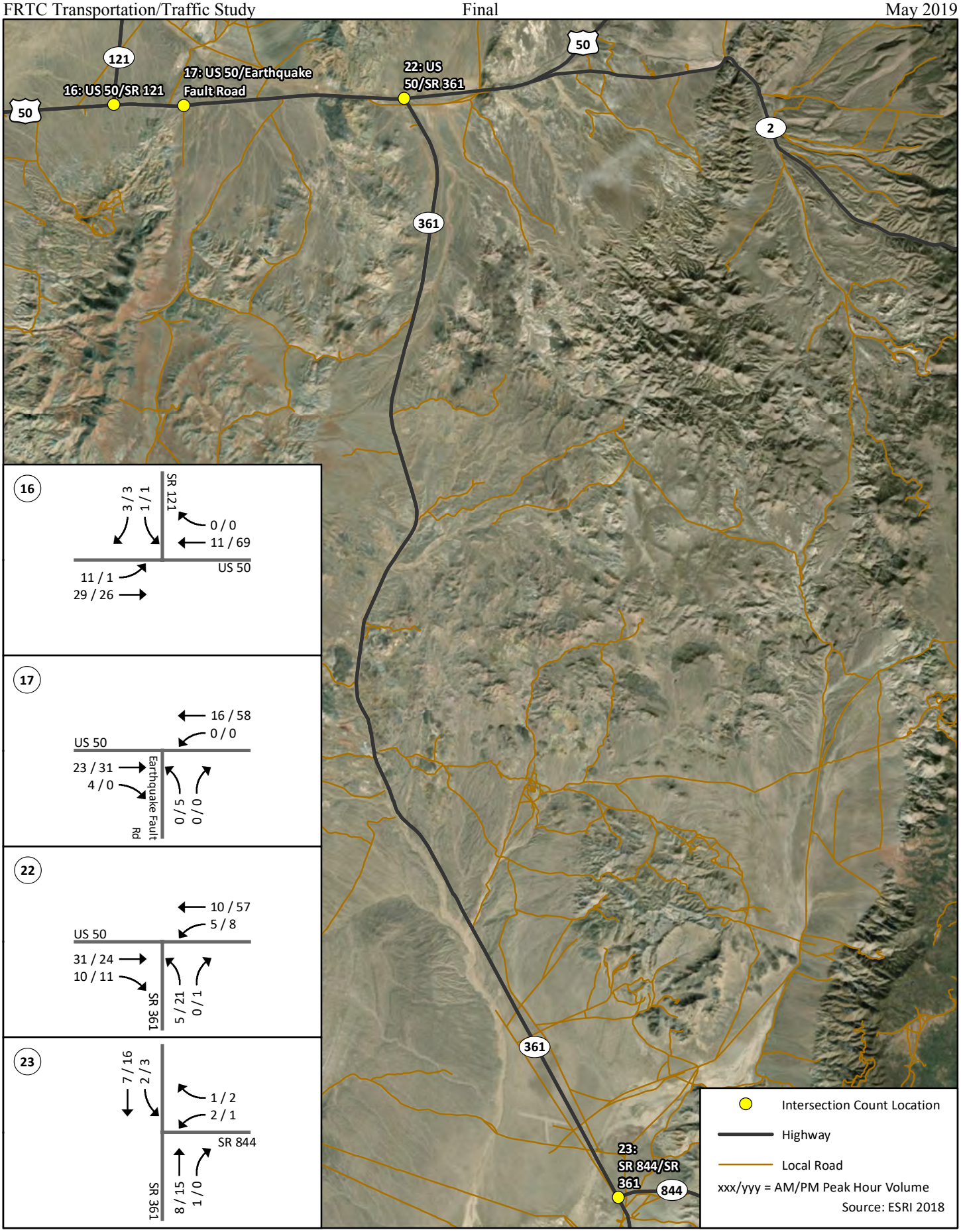


Figure 4-3D. No Action Intersection Turning Movement Volumes, Southeastern Subarea Continued

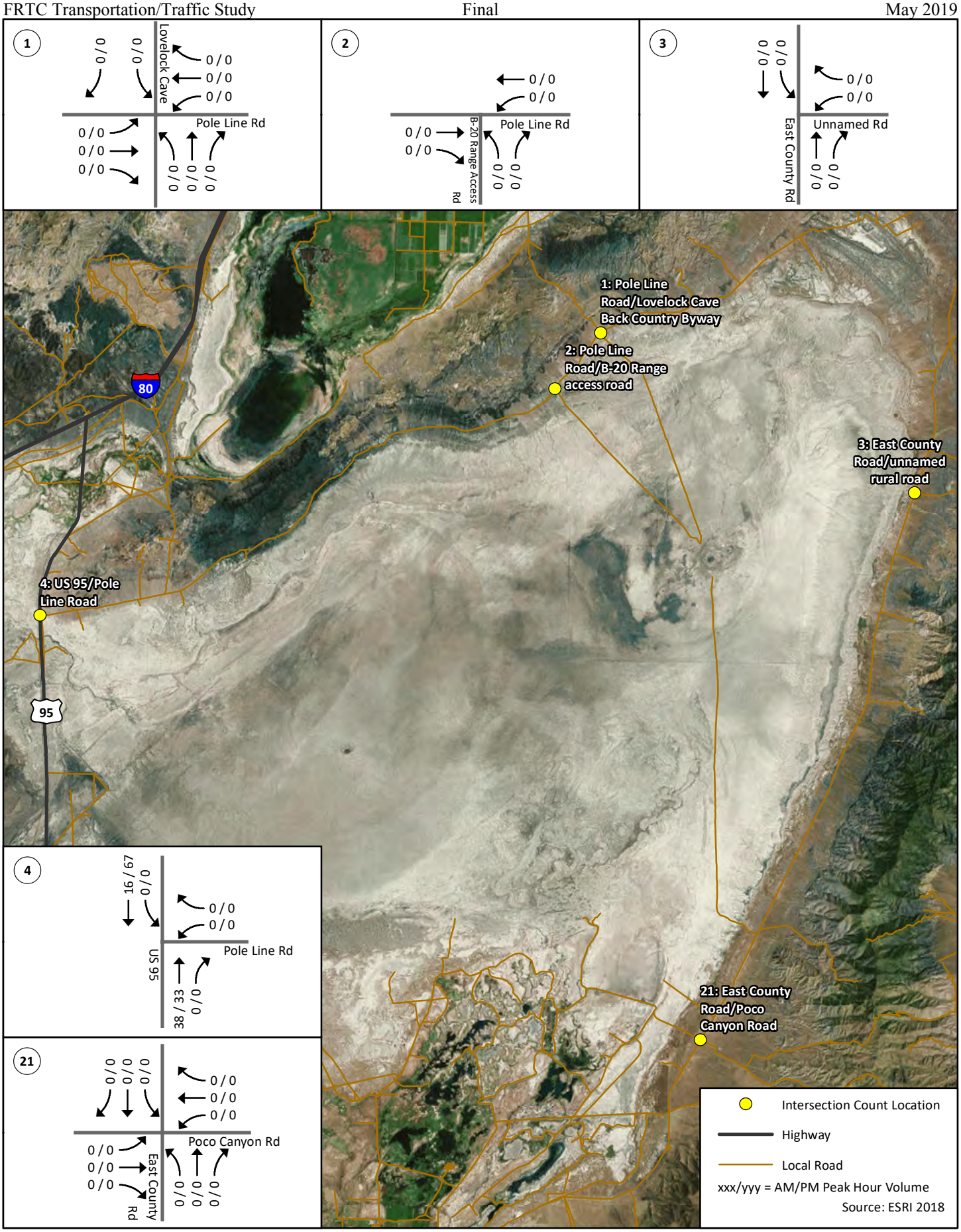


Figure 4-4A. Baseline Plus Option 1 Intersection Turning Movement Volumes, Northern Subarea

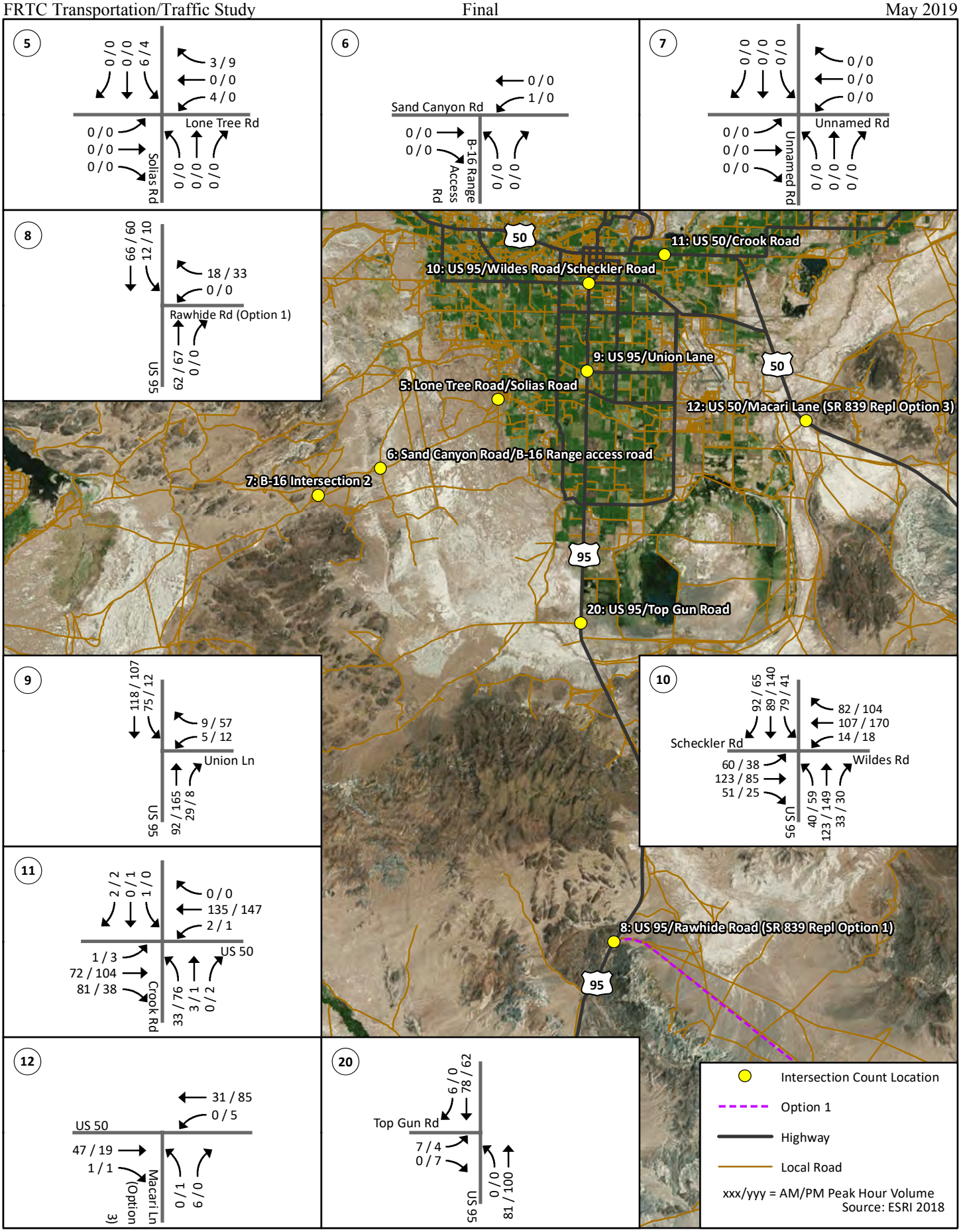


Figure 4-4B. Baseline Plus Option 1 Intersection Turning Movement Volumes, Southwestern Subarea

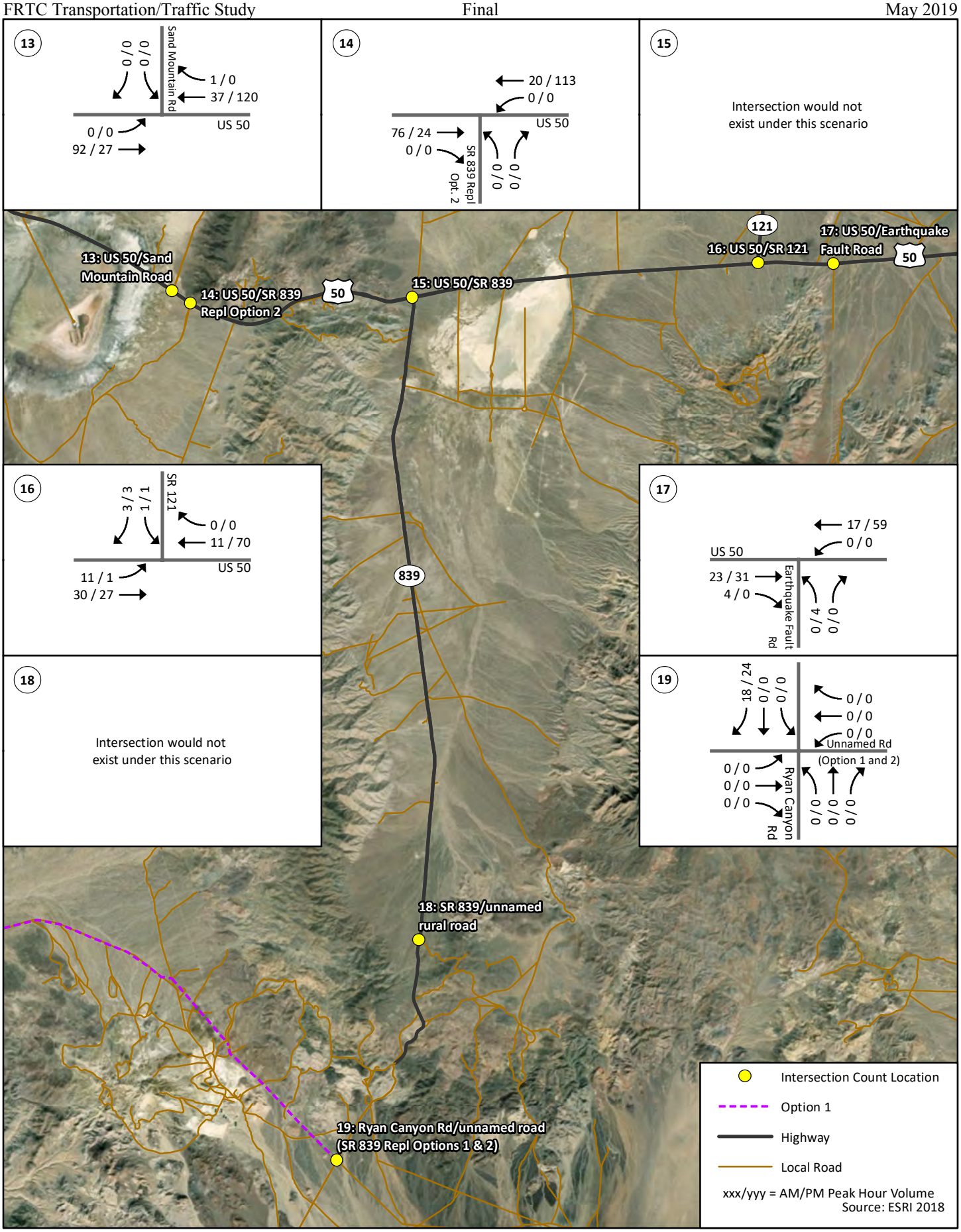


Figure 4-4C. Baseline Plus Option 1 Intersection Turning Movement Volumes, Southeastern Subarea

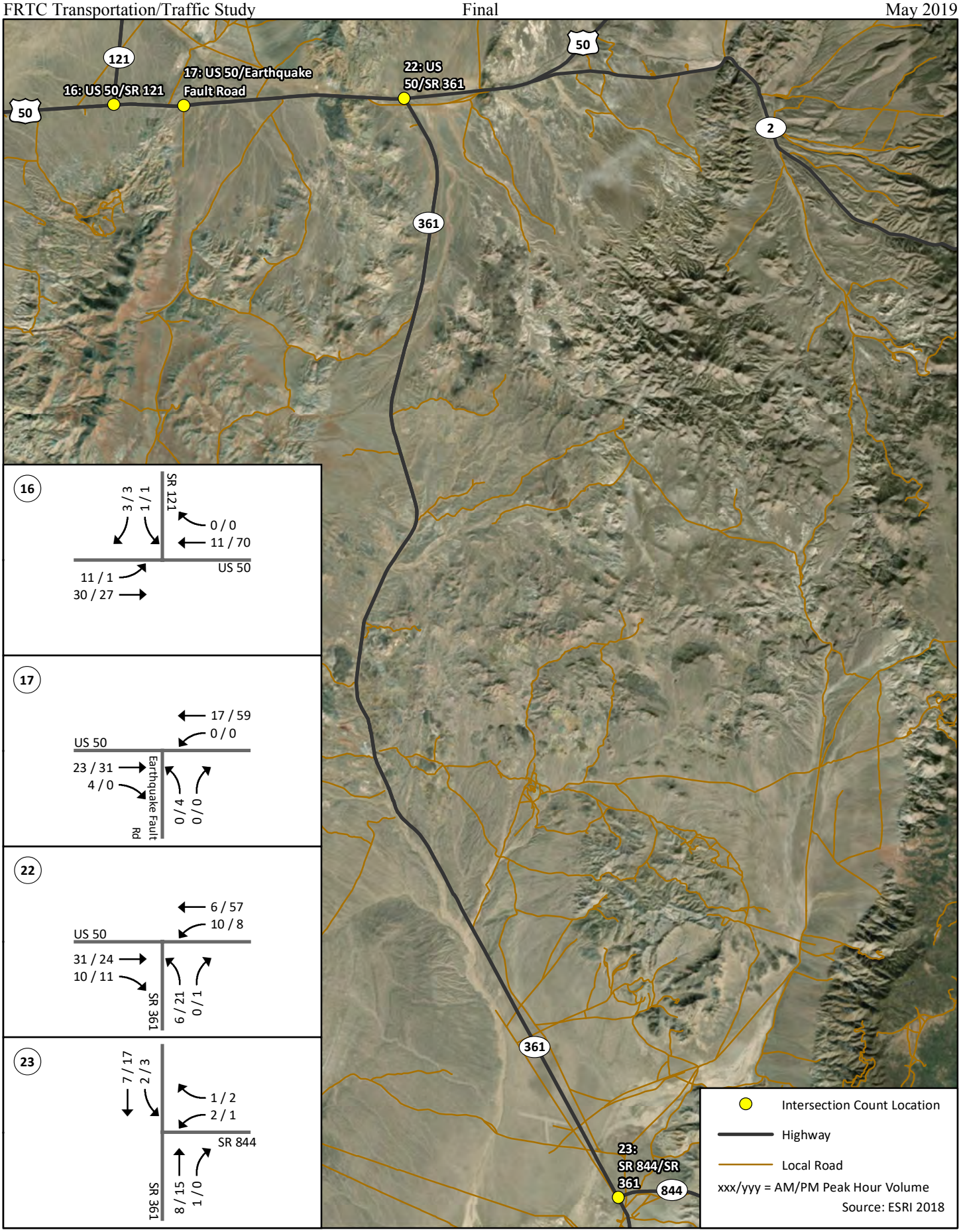


Figure 4-4D. Baseline Plus Option 1 Intersection Turning Movement Volumes, Southeastern Subarea Continued

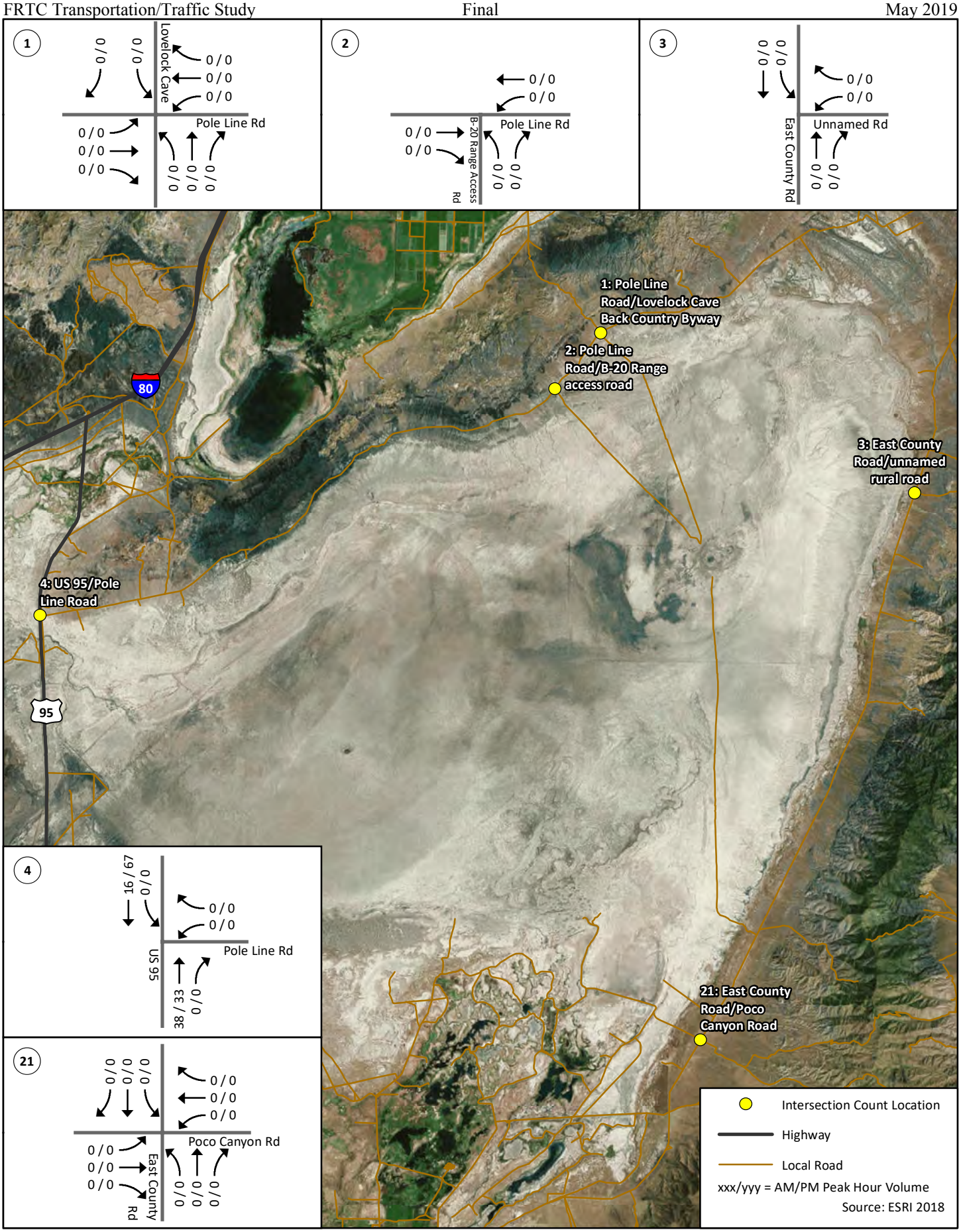


Figure 4-5A. Baseline Plus Option 2 Intersection Turning Movement Volumes, Northern Subarea

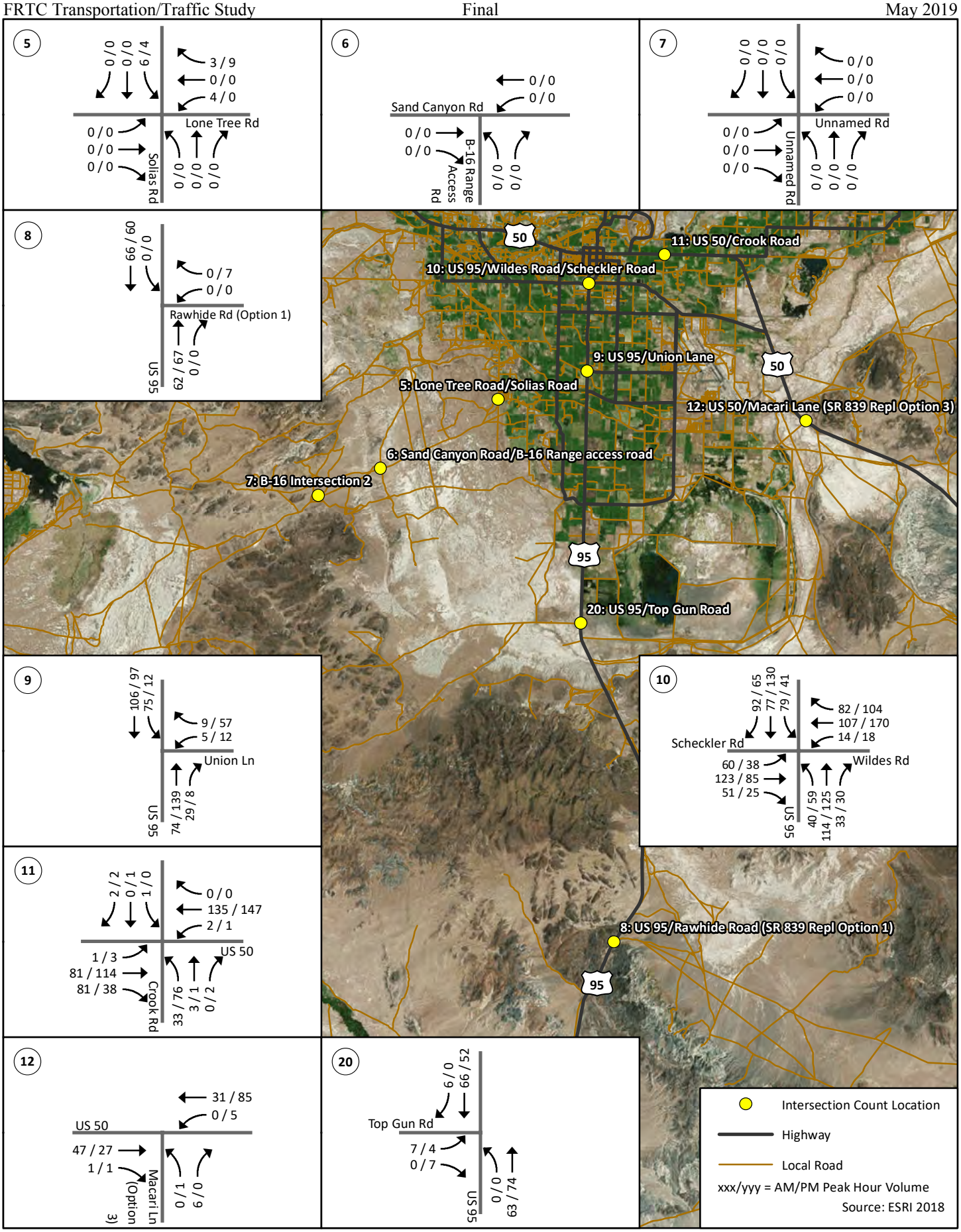


Figure 4-5B. Baseline Plus Option 2 Intersection Turning Movement Volumes, Southwestern Subarea

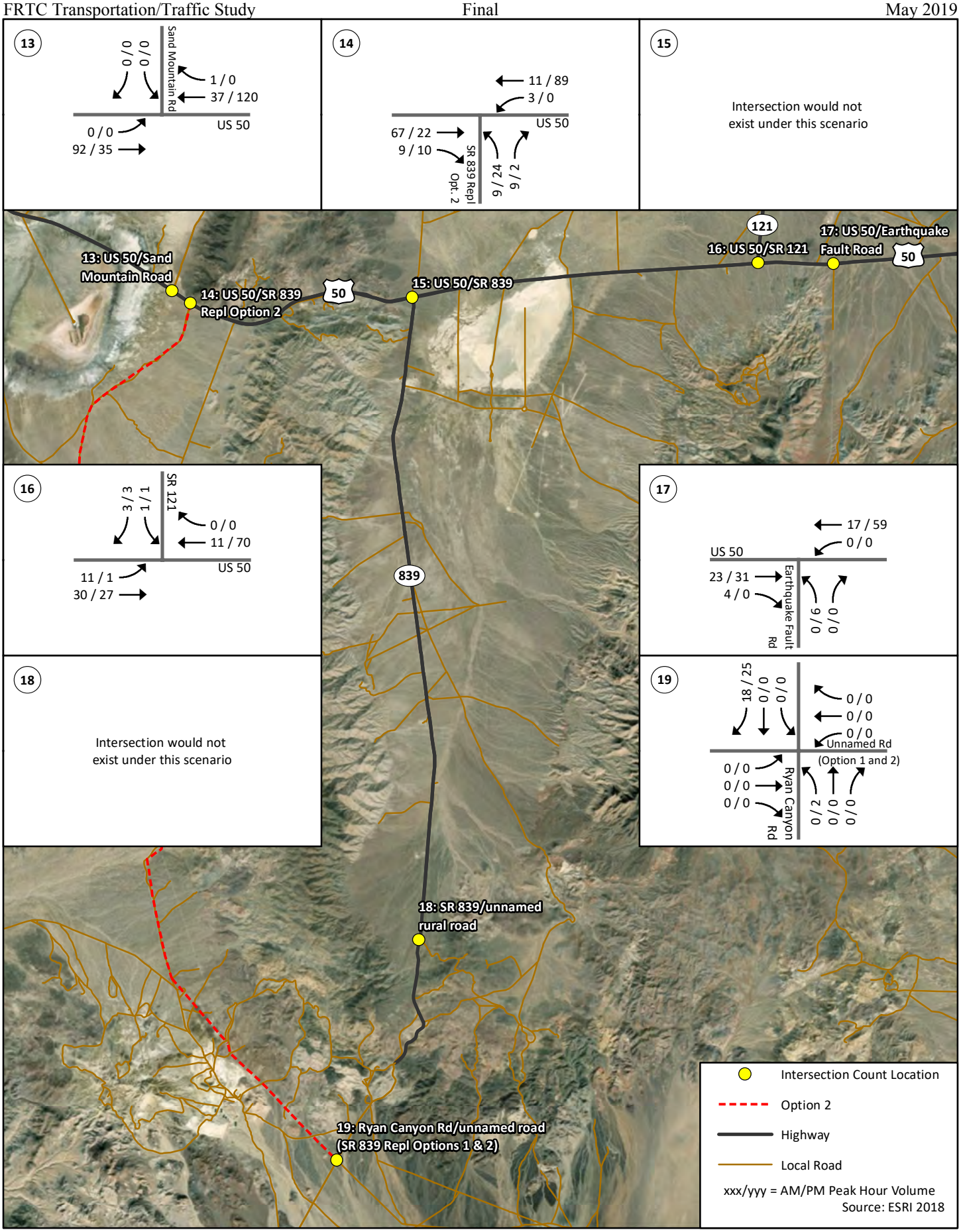


Figure 4-5C. Baseline Plus Option 2 Intersection Turning Movement Volumes, Southeastern Subarea

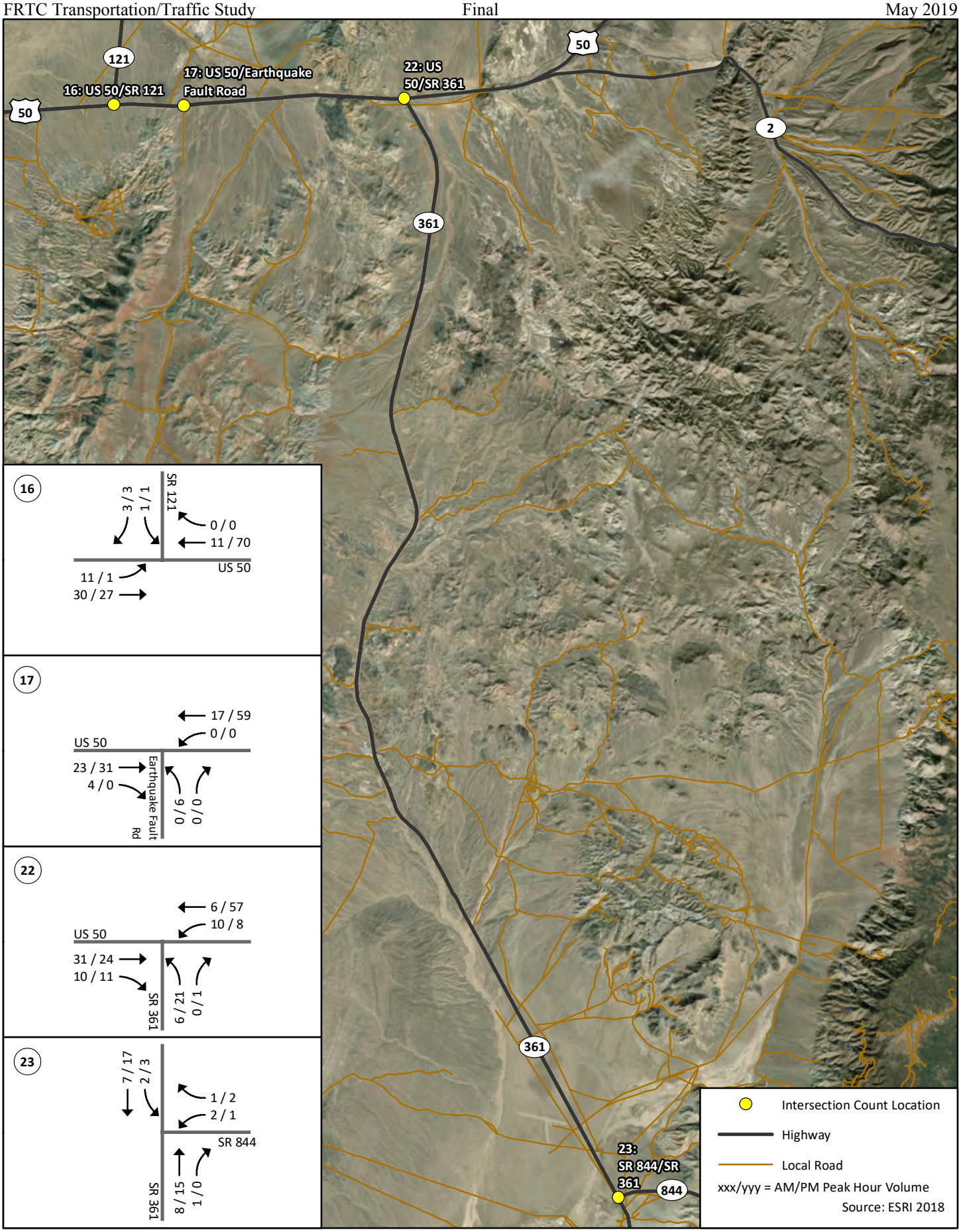


Figure 4-5D. Baseline Plus Option 2 Intersection Turning Movement Volumes, Southeastern Subarea Continued

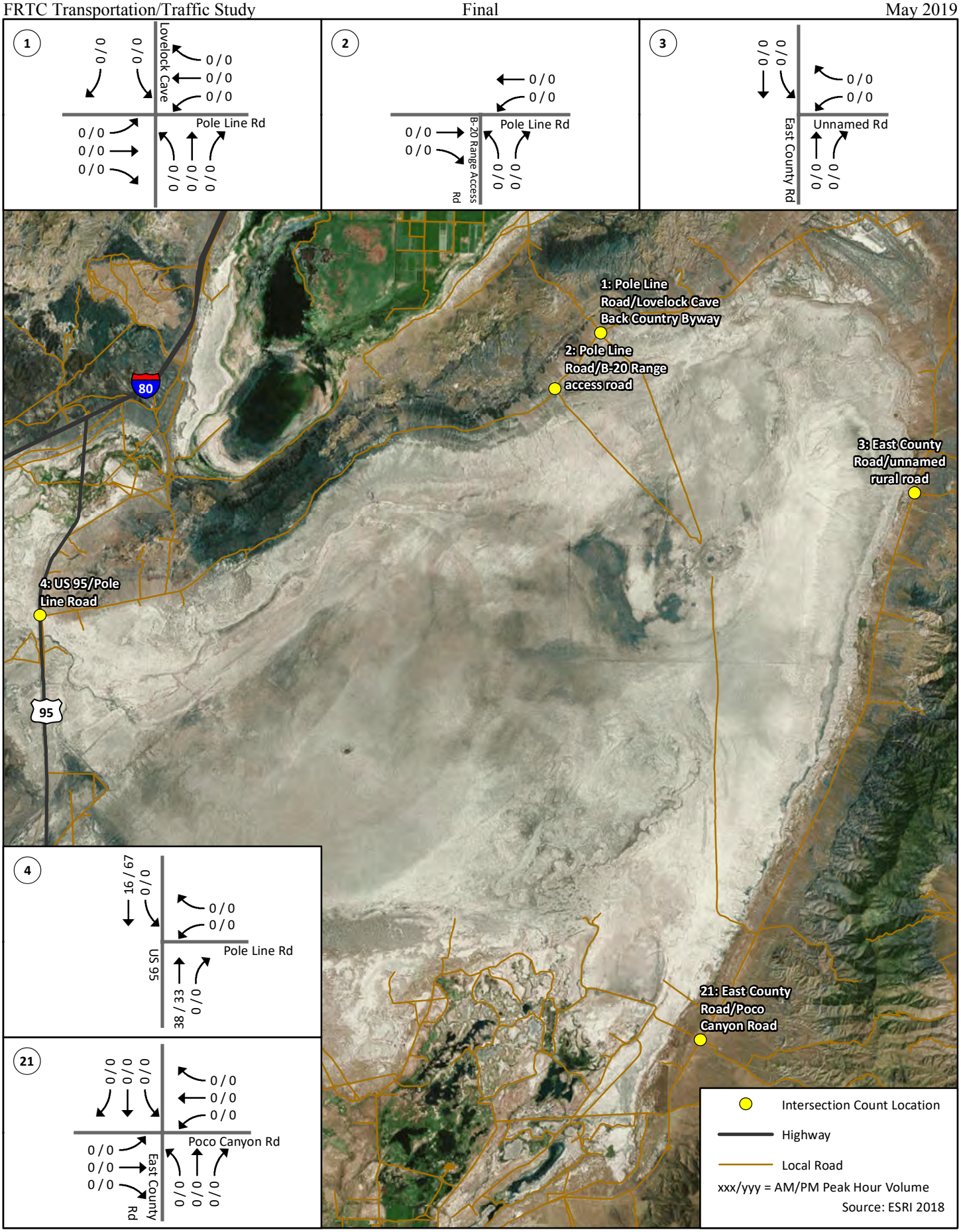


Figure 4-6A. Baseline Plus Option 3 Intersection Turning Movement Volumes, Northern Subarea

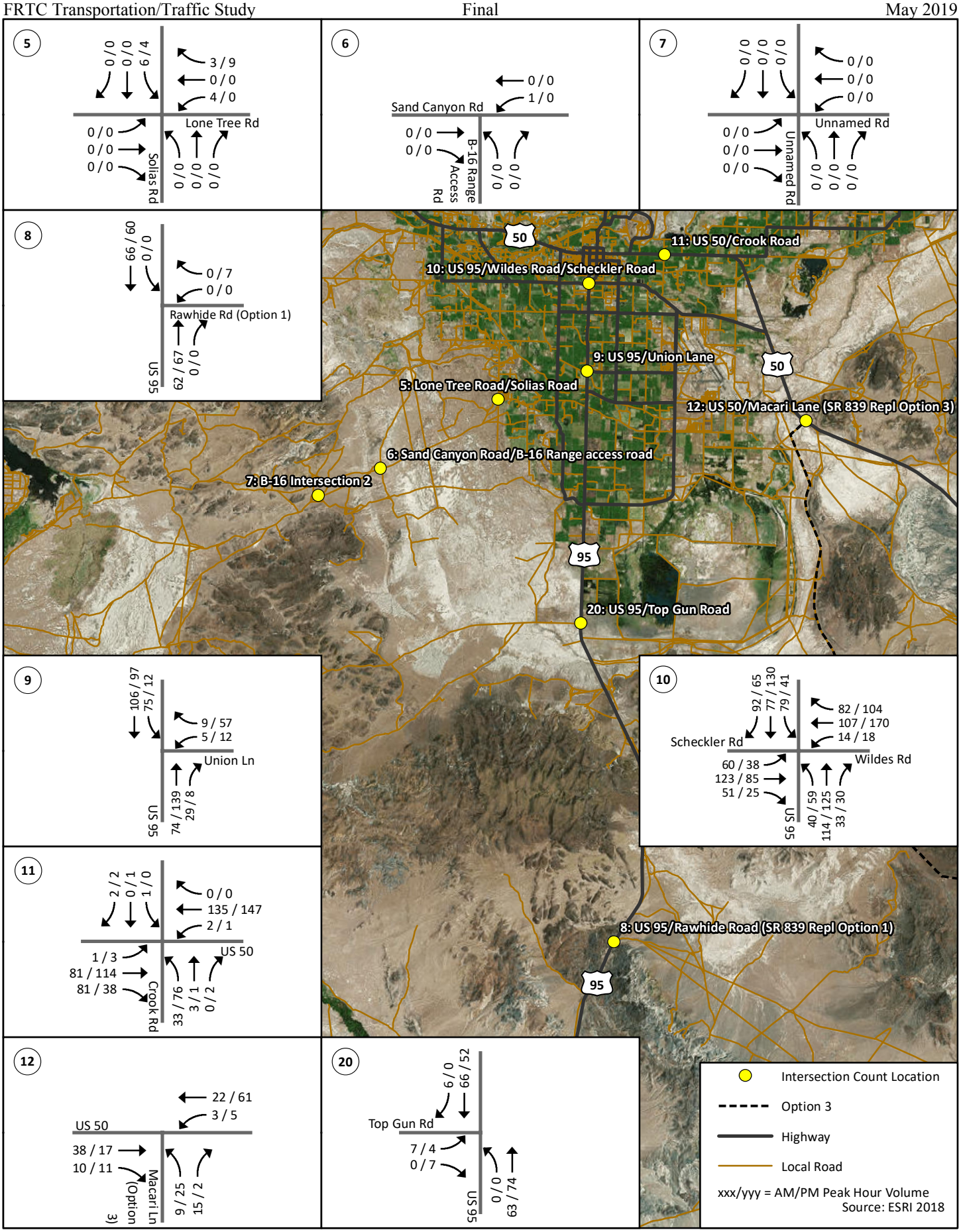


Figure 4-6B. Baseline Plus Option 3 Intersection Turning Movement Volumes, Southwestern Subarea

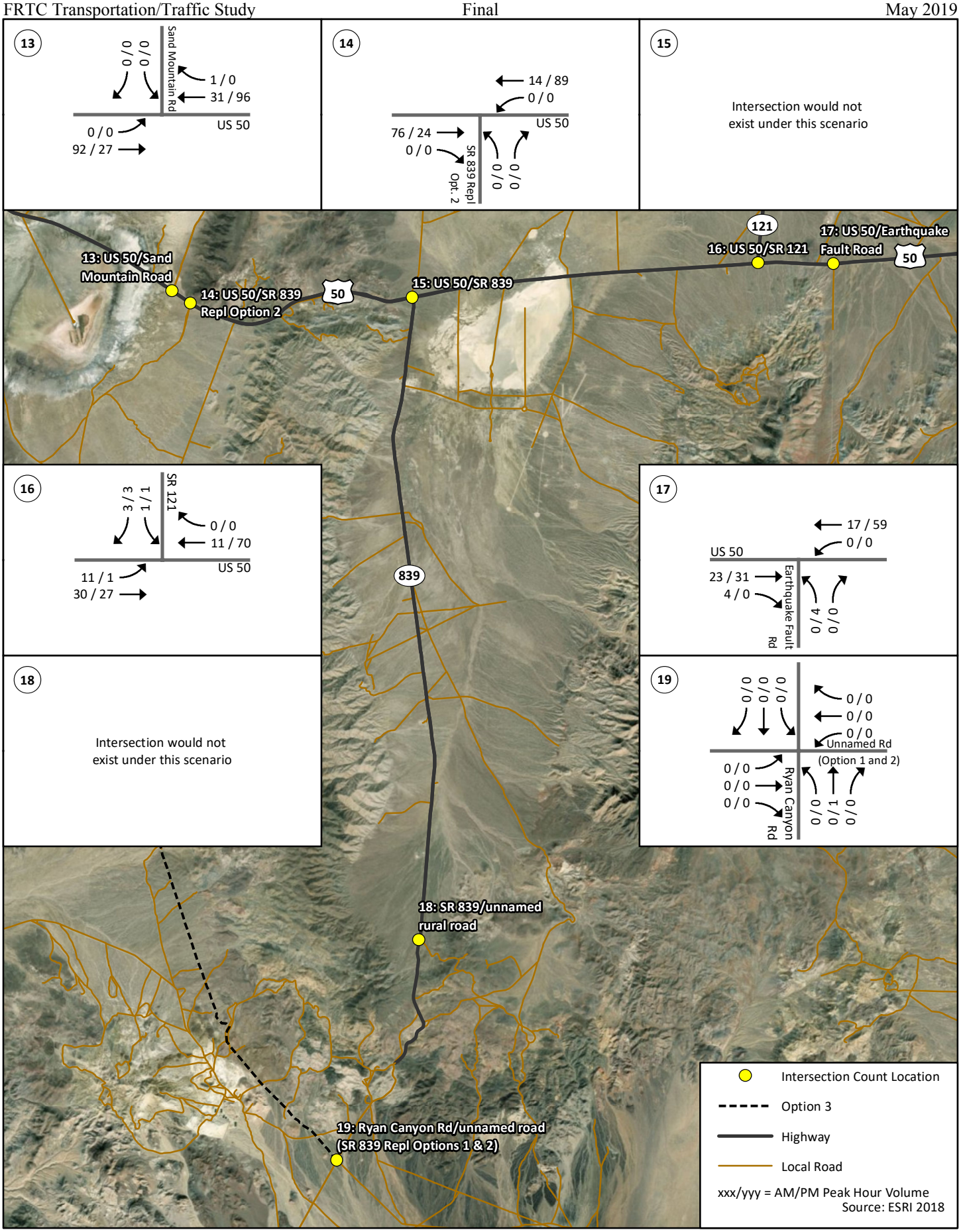


Figure 4-6C. Baseline Plus Option 3 Intersection Turning Movement Volumes, Southeastern Subarea

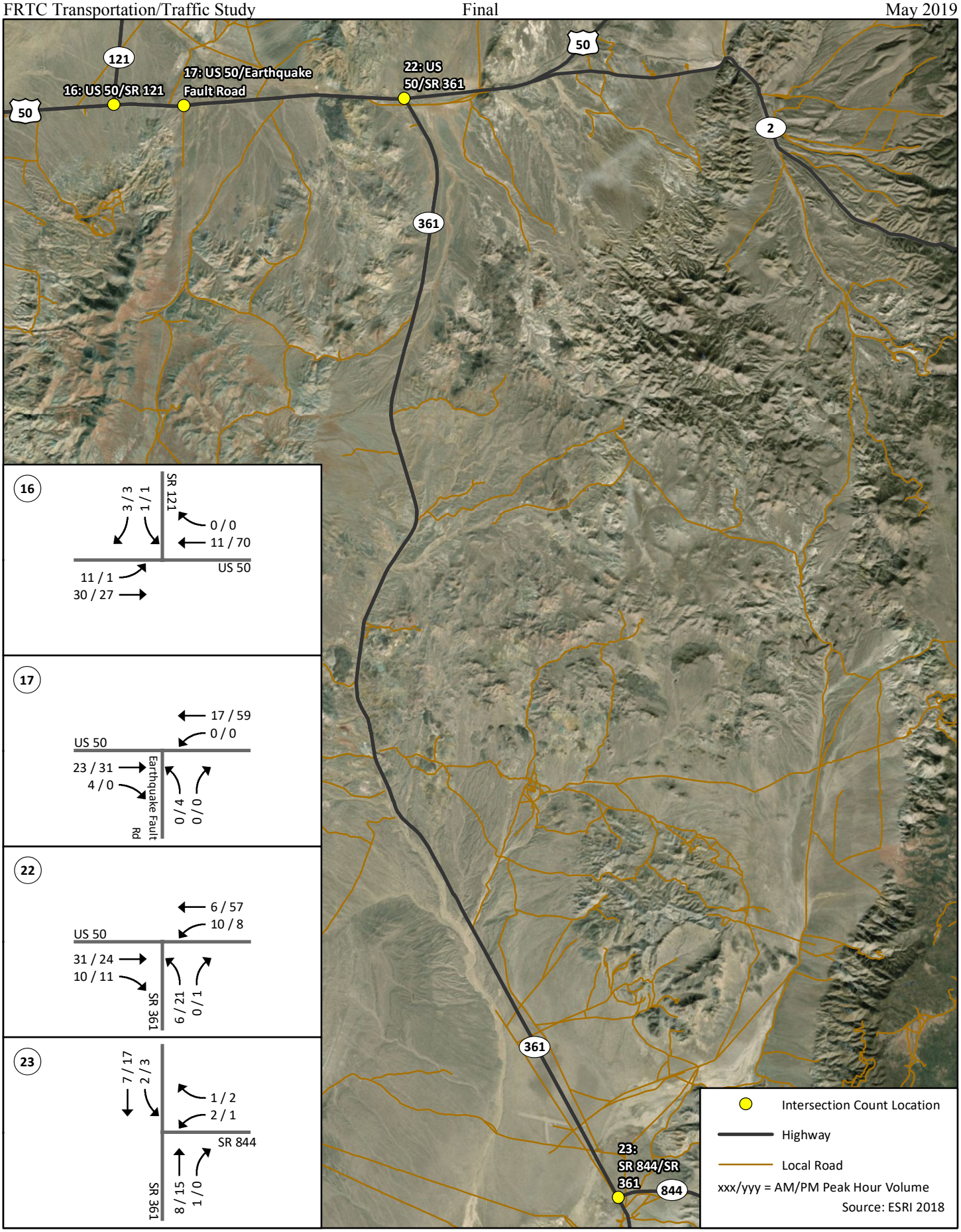


Figure 4-6D. Baseline Plus Option 3 Intersection Turning Movement Volumes, Southeastern Subarea Continued

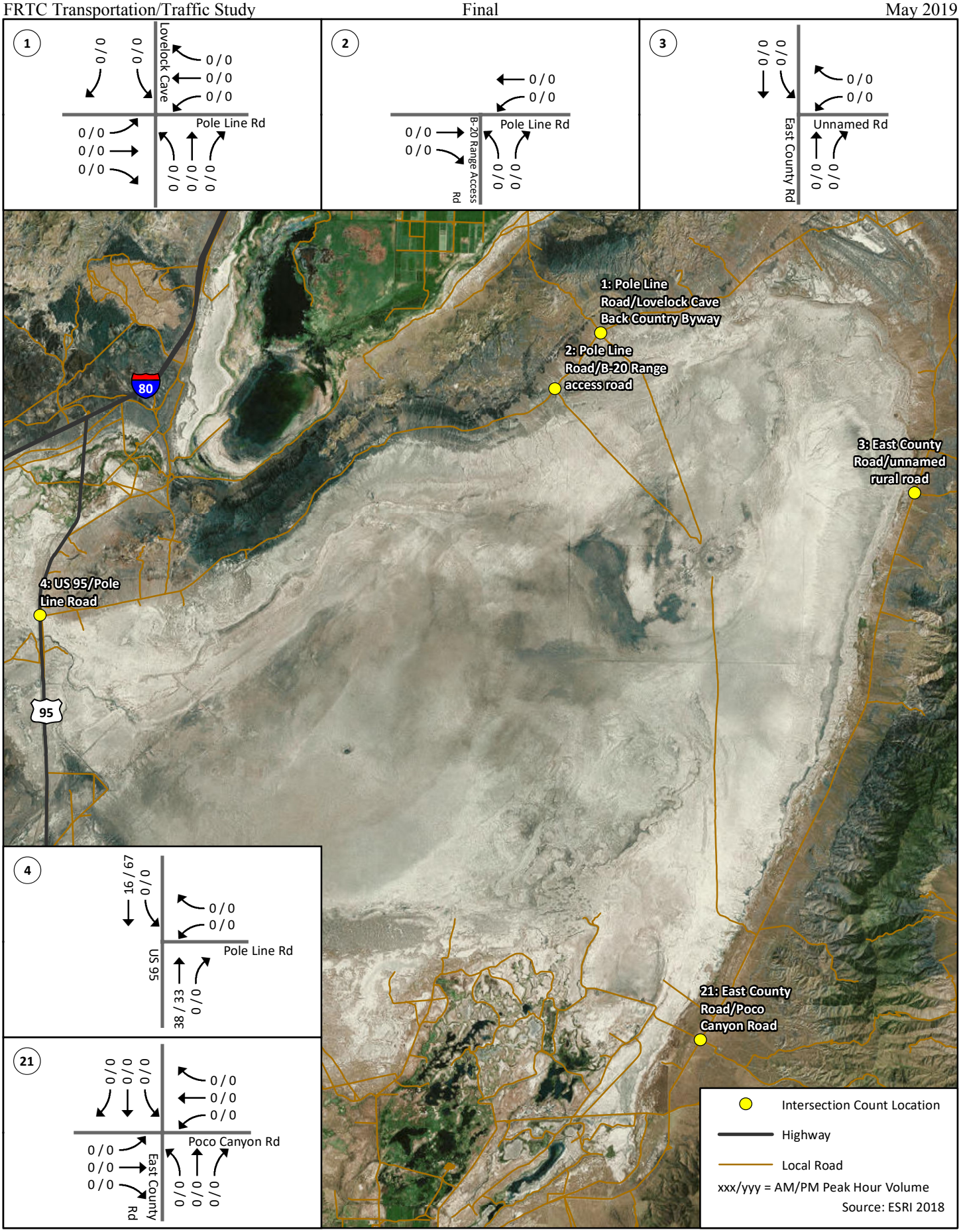


Figure 4-7A. Baseline Plus Option 4 Intersection Turning Movement Volumes, Northern Subarea

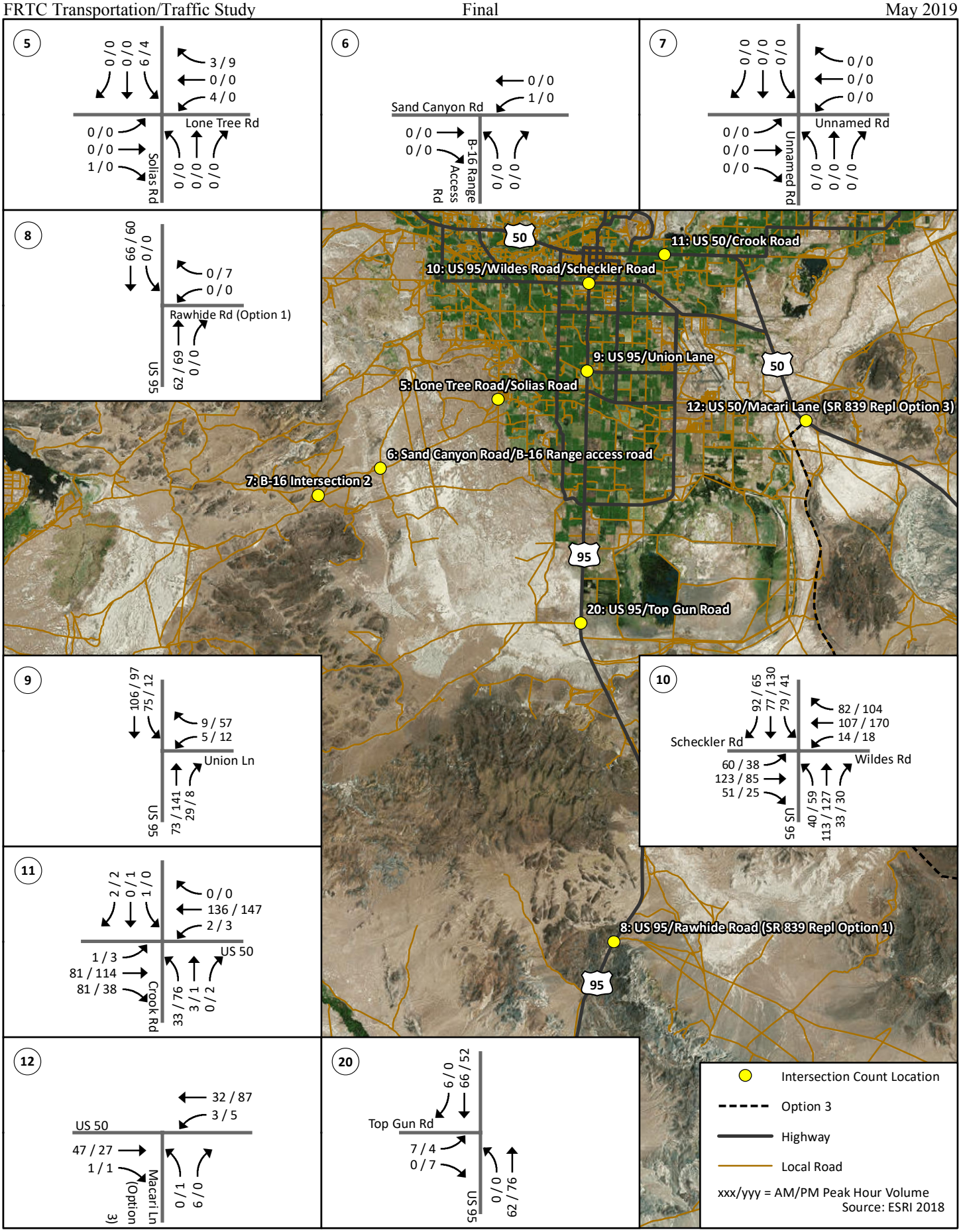


Figure 4-7B. Baseline Plus Option 4 Intersection Turning Movement Volumes, Southwestern Subarea

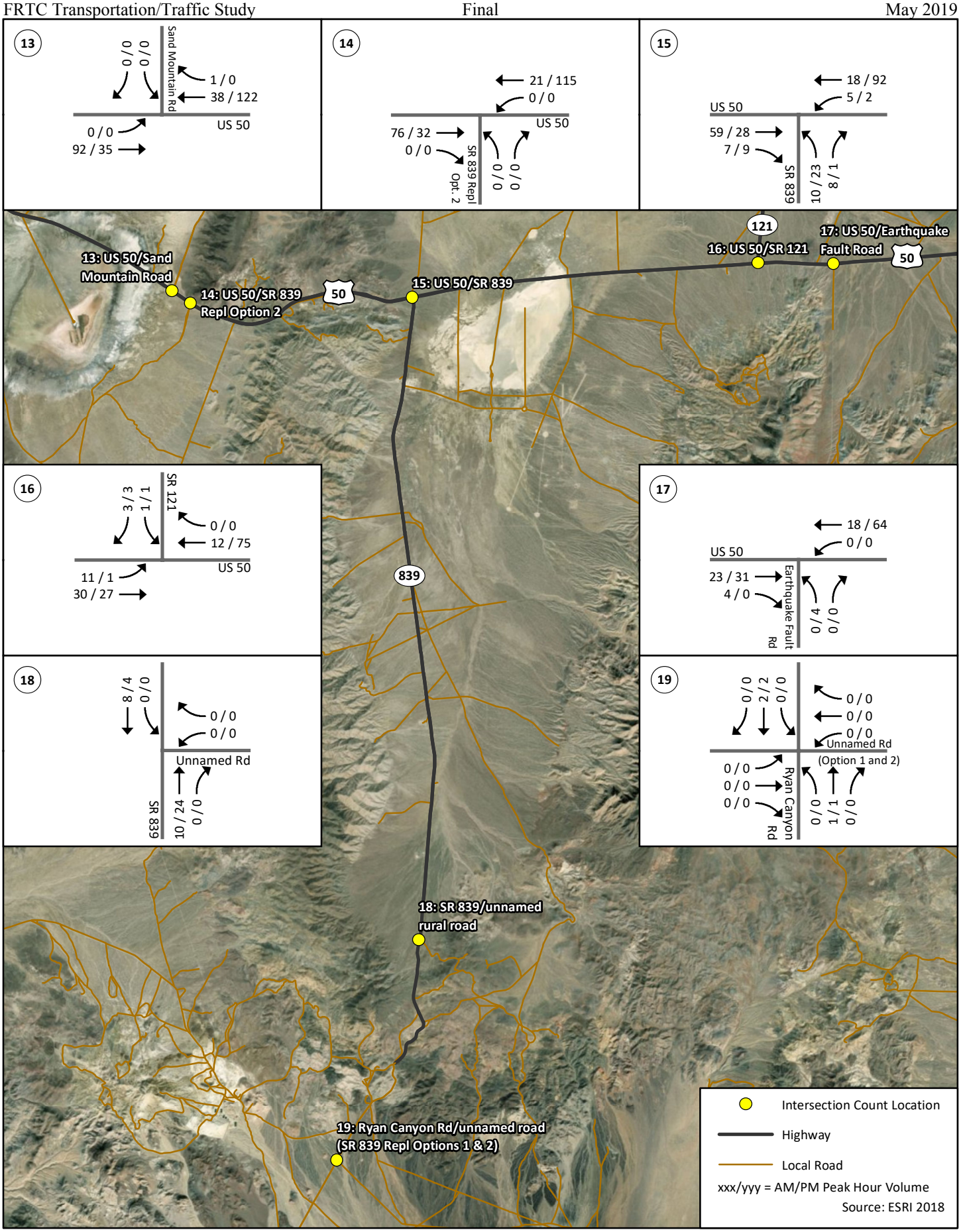


Figure 4-7C. Baseline Plus Option 4 Intersection Turning Movement Volumes, Southeastern Subarea

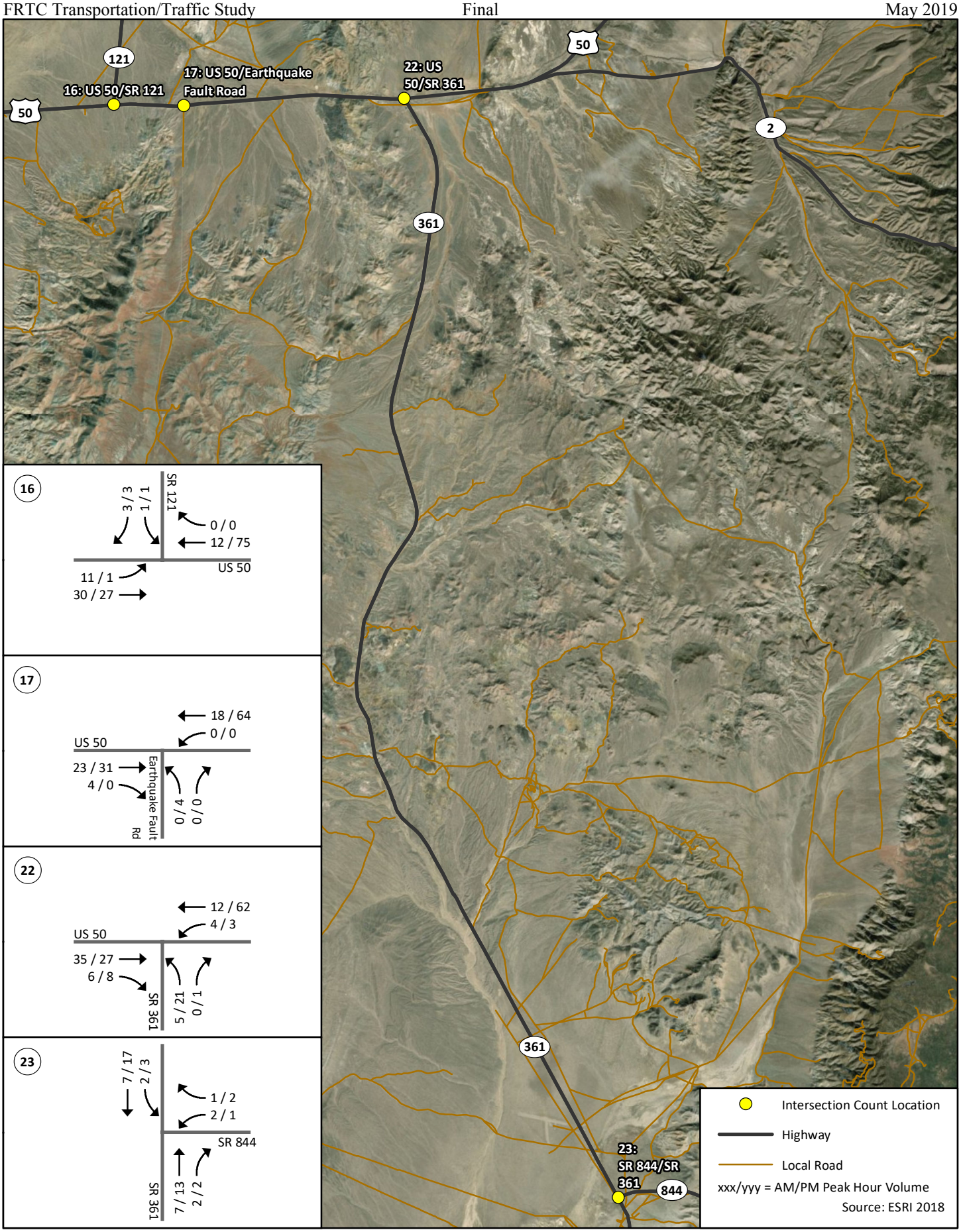


Figure 4-7D. Baseline Plus Option 4 Intersection Turning Movement Volumes, Southeastern Subarea Continued

CHAPTER 5
CAPACITY ANALYSIS RESULTS

5.1 BASELINE CONDITIONS

The results of Baseline[7] intersection and roadway segment LOS is presented in Tables 5-1 and 5-2, respectively. Refer to Appendix C for intersection analysis worksheets, and to Appendix D for roadway segment worksheets. As shown in the tables, Baseline intersection and segment LOS at most locations is characterized by LOS B or better conditions during both peak hours. The sole exception is the US 95/Wildes Road/Scheckler Road intersection, which experiences LOS C during the morning and afternoon peak hours.

Table 5-1. Baseline Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		Delay [(a)]	LOS [(b)]	Delay [(a)]	LOS [(b)]
Northern Subarea					
1	Pole Line Road/Lovelock Cave Back Country Byway	0.0	A	0.0	A
2	Pole Line Road/B-20 Range access road	0.0	A	0.0	A
3	East County Road/unnamed rural road	0.0	A	0.0	A
4	US 95/Pole Line Road	0.0	A	0.0	A
21	East County Road/Poco Canyon Road	0.0	A	0.0	A
Southwestern Subarea					
5	Lone Tree Road/Solias Road	0.0	A	0.0	A
6	Sand Canyon Road/B-16 Range access road	7.2	A	0.0	A
7	B-16 Intersection 2	0.0	A	0.0	A
8	US 95/Rawhide Road (SR 839 Replacement Option 1)	0.0	A	8.7	A
9	US 95/Union Lane	11.0	B	10.2	B
10	US 95/Wildes Road/Scheckler Road	24.6	C	24.6	C
11	US 50/Crook Road	10.4	B	11.3	B
12	US 50/Macari Lane (SR 839 Replacement Option 3)	8.6	A	9.2	A
20	US 95/Top Gun Road	9.3	A	8.8	A
Southeastern Subarea					
13	US 95/Sand Mountain Road	0.0	A	0.0	A
14	US 50/SR 839 Replacement Option 2	0.0	A	0.0	A
15	US 50/SR 839	8.9	A	9.3	A
16	US 50/SR 121	8.5	A	8.8	A
17	US 50/Earthquake Fault Road	0.0	A	9.0	A
18	SR 839/unnamed rural road	0.0	A	0.0	A
19	Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2)	0.0	A	0.0	A
22	US 50/SR 361	8.9	A	9.2	A
23	SR 844/SR 361	8.5	A	8.5	A

Notes: [(a)] Delay is measured in seconds per vehicle.
[(b)] LOS calculations from HCM (TRB 2010) methods, and performed using Synchro 10.

[7] As discussed in Chapter 4, the Baseline condition assumes projected future traffic growth through the year 2022, which is the projected completion date of the proposed modernization.

Table 5-2. Baseline Roadway Segment LOS

Class I Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Average Travel Speed [a]	**LOS [b]**	**Average Travel Speed [a]**	**LOS [b]**
US 50, west of Macari Lane	66.1	A	65.7	A
US 50, west of Sand Mountain Road	65.6	A	64.7	A
US 50, west of SR 839	66.0	A	64.9	A
US 50, west of SR 121	66.3	A	65.9	A
SR 839, south of US 50	61.8	A	61.7	A
US 95, south of Rawhide Road	65.7	A	65.7	A
SR 361, south of US 50	62.0	A	61.9	A
Class III Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Percent of Free Flow Speed [c]	**LOS [b]**	**Percent of Free Flow Speed [c]**	**LOS [b]**
US 50, west of Crook Road	90.6	B	89.6	B
US 95, south of Union Lane	94.8	A	94.0	A
US 95, south of Scheckler Road	91.2	B	89.5	B

Notes: [a] In miles per hour.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using the Highway Capacity Software.
[c] In percent.

5.2 NO ACTION ALTERNATIVE

Tables 5-3 and 5-4 present the findings of intersection and roadway segment LOS analysis for the No Action Alternative. As shown, all intersections and roadway segments would be characterized by LOS A or B conditions during both peak hours, except for the US 95/Wildes Road/Scheckler Road intersection, which would have LOS C in the morning and afternoon peak hours. Refer to Appendices C and D for intersection and roadway segment analysis worksheets.

Table 5-3. No Action Alternative Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		Delay [a]	LOS [b]	Delay [a]	LOS [b]
Northern Subarea					
1	Pole Line Road/Lovelock Cave Back Country Byway	0.0	A	0.0	A
2	Pole Line Road/B-20 Range access road	0.0	A	0.0	A
3	East County Road/unnamed rural road	0.0	A	0.0	A
4	US 95/Pole Line Road	0.0	A	0.0	A
21	East County Road/Poco Canyon Road	0.0	A	0.0	A
Southwestern Subarea					
5	Lone Tree Road/Solias Road	0.0	A	0.0	A
6	Sand Canyon Road/B-16 Range access road	7.2	A	0.0	A
7	B-16 Intersection 2	0.0	A	0.0	A
8	US 95/Rawhide Road (SR 839 Replacement Option 1)	0.0	A	8.7	A
9	US 95/Union Lane	10.9	B	10.2	B
10	US 95/Wildes Road/Scheckler Road	23.9	C	24.2	C
11	US 50/Crook Road	10.4	B	11.2	B
12	US 50/Macari Lane (SR 839 Replacement Option 3)	8.6	A	9.2	A
20	US 95/Top Gun Road	9.3	A	8.8	A
Southeastern Subarea					
13	US 95/Sand Mountain Road	0.0	A	0.0	A
14	US 50/SR 839 Replacement Option 2	0.0	A	0.0	A
15	US 50/SR 839	8.9	A	9.3	A
16	US 50/SR 121	8.5	A	8.8	A
17	US 50/Earthquake Fault Road	0.0	A	9.0	A
18	SR 839/unnamed rural road	0.0	A	0.0	A
19	Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2)	0.0	A	0.0	A
22	US 50/SR 361	8.8	A	9.2	A
23	SR 844/SR 361	8.5	A	8.5	A

Notes: [a] Delay is measured in seconds per vehicle.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using Synchro 10.

Table 5-4. No Action Alternative Roadway Segment LOS

Class I Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Average Travel Speed [a]	**LOS [b]**	**Average Travel Speed [a]**	**LOS [b]**
US 50, west of Macari Lane	66.2	A	65.8	A
US 50, west of Sand Mountain Road	65.6	A	64.8	A
US 50, west of SR 839	66.0	A	64.9	A
US 50, west of SR 121	66.3	A	65.9	A
SR 839, south of US 50	61.9	A	61.7	A
US 95, south of Rawhide Road	65.7	A	65.7	A
SR 361, south of US 50	62.0	A	61.9	A
Class III Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Percent of Free Flow Speed [c]	**LOS [b]**	**Percent of Free Flow Speed [c]**	**LOS [b]**
US 50, west of Crook Road	90.8	B	89.8	B
US 95, south of Union Lane	94.9	A	94.1	A
US 95, south of Scheckler Road	91.4	B	89.6	B

Notes: [a] In miles per hour.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using the Highway Capacity Software.
[c] In percent.

5.3 BASELINE PLUS OPTION 1

Tables 5-5 and 5-6 present the findings of intersection and roadway segment capacity analysis for the Baseline Plus Option 1 traffic condition. In general, while the reassignment of projected future traffic due to the closure of existing public roads would result in relatively minor incremental changes in terms of intersection delay, average travel speed, and percent of free flow speed, but there would be no change in LOS as the result of the Proposed Action. The sole exception is the US 95/Wildes Road/Scheckler Road intersection, which would drop from LOS C to LOS D in the morning and afternoon peak hours under this condition. Diverted traffic traveling between the Option 1 intersection with US 95 and Fallon would pass through this intersection, incrementally increasing the delay for motorists approaching the intersection via Wildes Road and Scheckler Road by approximately 2.7 seconds per vehicle. Because the Baseline delay is approaching the maximum LOS C threshold of 25.0 seconds (i.e., 24.6 seconds), the Proposed Action's modest increase in delay is sufficient to cause a drop in LOS at this intersection. Baseline Plus Option 1 volumes at this location meet peak hour warrants (i.e., Warrant 3, Peak Hour [70 Percent Factor]) as published in the Manual on Uniform Traffic Control Devices (Federal Highway Administration 2009). Installation of a traffic signal at this intersection would result in LOS C or better conditions during both peak hours. Refer to Appendices C and D for analysis worksheets.

Table 5-5. Baseline Plus Option 1 Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		Delay [a]	LOS [b]	Delay [a]	LOS [b]
Northern Subarea					
1	Pole Line Road/Lovelock Cave Back Country Byway	0.0	A	0.0	A
2	Pole Line Road/B-20 Range access road	0.0	A	0.0	A
3	East County Road/unnamed rural road	0.0	A	0.0	A
4	US 95/Pole Line Road	0.0	A	0.0	A
21	East County Road/Poco Canyon Road	0.0	A	0.0	A
Southwestern Subarea					
5	Lone Tree Road/Solias Road	0.0	A	0.0	A
6	Sand Canyon Road/B-16 Range access road	7.2	A	0.0	A
7	B-16 Intersection 2	0.0	A	0.0	A
8	US 95/Rawhide Road (SR 839 Replacement Option 1)	8.7	A	8.8	A
9	US 95/Union Lane	11.3	B	10.5	B
10	US 95/Wildes Road/Scheckler Road	26.2	D	27.3	D
11	US 50/Crook Road	10.3	B	11.2	B
12	US 50/Macari Lane (SR 839 Replacement Option 3)	8.6	A	9.2	A
20	US 95/Top Gun Road	9.5	A	9.0	A
Southeastern Subarea					
13	US 95/Sand Mountain Road	0.0	A	0.0	A
14	US 50/SR 839 Replacement Option 2	0.0	A	0.0	A
15	US 50/SR 839	(c)	(c)	(c)	(c)
16	US 50/SR 121	8.5	A	8.8	A
17	US 50/Earthquake Fault Road	0.0	A	9.0	A
18	SR 839/unnamed rural road	(c)	(c)	(c)	(c)
19	Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2)	0.0	A	0.0	A
22	US 50/SR 361	8.9	A	9.2	A
23	SR 844/SR 361	8.5	A	8.5	A

Notes: (a) Delay is measured in seconds per vehicle.
(b) LOS calculations from HCM (TRB 2010) methods, and performed using Synchro 10.
(c) Intersection would be removed as part of the Proposed Action.

Table 5-6. Baseline Plus Option 1 Roadway Segment LOS

Class I Two-Lane Highways				
Roadway Segment	AM Peak Hour		PM Peak Hour	
	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]
US 50, west of Macari Lane	66.1	A	65.8	A
US 50, west of Sand Mountain Road	65.6	A	64.8	A
US 50, west of SR 839	66.0	A	65.5	A
US 50, west of SR 121	66.3	A	65.9	A
SR 839, south of US 50	[d]	[d]	[d]	[d]
US 95, south of Rawhide Road	65.7	A	65.7	A
SR 361, south of US 50	62.0	A	61.9	A
Class III Two-Lane Highways				
Roadway Segment	AM Peak Hour		PM Peak Hour	
	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]
US 50, west of Crook Road	90.8	B	89.8	B
US 95, south of Union Lane	94.0	A	93.2	A
US 95, south of Scheckler Road	90.5	B	88.8	B

Notes: [a] In miles per hour.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using the Highway Capacity Software.
[c] In percent.
[d] Segment would be removed as part of the Proposed Action.

5.3.1 Travel Distance Impacts

In addition to relatively minor changes in intersection delay, average travel speed, and percent of free flow speed, the proposed network changes would alter regional travel patterns, particularly for motorists who currently use SR 839 within the proposed modernization area for B-17. Traffic approaching the US 50/SR 839 intersection from the east and destined for the Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2) intersection, would be required to continue westward on US 50 toward Fallon and proceed southward on US 95 to Rawhide Road, before backtracking eastward the SR 839 replacement route Option 1 to intersection 19. Although the volumes of this particular movement are relatively minor (i.e., 13 vehicles in the morning peak hour and 2 vehicles in the afternoon peak hour), the additional out-of-direction travel would be substantial (i.e., the travel distance would increase from approximately 21 miles to approximately 84 miles). Also, drivers approaching from the east may instead choose to proceed southbound on SR 361 to Gabbs, and then drive westward on an unpaved, locally maintained roadway that runs along a generally east/west alignment to Ryan Canyon Road. This route would reduce the out-of-direction travel distance from 85 miles to approximately 20 miles, although this route would involve approximately 24 miles of driving on unpaved roadways, resulting in reduced travel speed and possibly passing through areas with deep sand. Eastbound motorists originating in Fallon would need to divert from US 50 eastbound to US 95 southbound and then the SR 839 replacement route Option 1. The travel distance for this movement would increase from approximately 53 miles to approximately 55 miles. For motorists approaching intersection 19 from the south via Ryan Canyon Road and originating in the vicinity of Shurz, the SR 839 replacement route Option 1 would substantially reduce travel distance, since vehicles would not be required to travel southbound and eastbound on US 95 through Babbitt before connecting to Ryan Canyon Road northbound.

As a result, the travel distance for this movement would decrease from approximately 71 miles to approximately 44 miles.

5.4 BASELINE PLUS OPTION 2

Baseline Plus Option 2 intersection and roadway segment LOS analysis is summarized in Tables 5-7 and 5-8. While Option 2 would result in some incremental changes in terms of intersection delay, average travel speed and/or percent of free flow speed relative to the Baseline condition, there would be no change in LOS as the result of this option. As shown, all intersections and roadway segments would experience LOS A or B conditions except for the US 95/Wildes Road/Scheckler Road intersection, which would have LOS C in the morning and afternoon peak hours. Appendices C and D contain worksheets documenting this analysis.

Table 5-7. Baseline Plus Option 2 Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		Delay [a]	LOS [b]	Delay [a]	LOS [b]
Northern Subarea					
1	Pole Line Road/Lovelock Cave Back Country Byway	0.0	A	0.0	A
2	Pole Line Road/B-20 Range access road	0.0	A	0.0	A
3	East County Road/unnamed rural road	0.0	A	0.0	A
4	US 95/Pole Line Road	0.0	A	0.0	A
21	East County Road/Poco Canyon Road	0.0	A	0.0	A
Southwestern Subarea					
5	Lone Tree Road/Solias Road	0.0	A	0.0	A
6	Sand Canyon Road/B-16 Range access road	7.2	A	0.0	A
7	B-16 Intersection 2	0.0	A	0.0	A
8	US 95/Rawhide Road (SR 839 Replacement Option 1)	0.0	A	8.7	A
9	US 95/Union Lane	11.0	B	10.2	B
10	US 95/Wildes Road/Scheckler Road	24.6	C	24.6	C
11	US 50/Crook Road	10.4	B	11.3	B
12	US 50/Macari Lane (SR 839 Replacement Option 3)	8.6	A	9.2	A
20	US 95/Top Gun Road	9.3	A	8.9	A
Southeastern Subarea					
13	US 95/Sand Mountain Road	0.0	A	0.0	A
14	US 50/SR 839 Replacement Option 2	9.0	A	9.3	A
15	US 50/SR 839	[c]	[c]	[c]	[c]
16	US 50/SR 121	8.5	A	8.8	A
17	US 50/Earthquake Fault Road	0.0	A	9.0	A
18	SR 839/unnamed rural road	[c]	[c]	[c]	[c]
19	Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2)	0.0	A	7.3	A
22	US 50/SR 361	8.9	A	9.2	A
23	SR 844/SR 361	8.5	A	8.5	A

Notes: [a] Delay is measured in seconds per vehicle.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using Synchro 10.
[c] Intersection would be removed as part of the Proposed Action.

Table 5-8. Baseline Plus Option 2 Roadway Segment LOS

Class I Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Average Travel Speed [a]	**LOS [b]**	**Average Travel Speed [a]**	**LOS [b]**
US 50, west of Macari Lane	66.1	A	65.7	A
US 50, west of Sand Mountain Road	65.6	A	64.7	A
US 50, west of SR 839	66.0	A	65.5	A
US 50, west of SR 121	66.3	A	65.9	A
SR 839, south of US 50	[d]	[d]	[d]	[d]
US 95, south of Rawhide Road	65.7	A	65.7	A
SR 361, south of US 50	62.0	A	61.9	A
Class III Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Percent of Free Flow Speed [c]	**LOS [b]**	**Percent of Free Flow Speed [c]**	**LOS [b]**
US 50, west of Crook Road	90.6	B	89.6	B
US 95, south of Union Lane	94.8	A	94.0	A
US 95, south of Scheckler Road	91.2	B	89.5	B

Notes: [a] In miles per hour.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using the Highway Capacity Software.
[c] In percent.
[d] Segment would be removed as part of the Proposed Action.

5.4.1 Travel Distance Impacts

Under Option 2, motorists approaching the US 50/SR 839 intersection from the east would be required to continue past the intersection on US 50 before proceeding southbound on the SR 839 replacement route Option 2. As a result, the travel distance between intersections 15 and 19 for eastbound motorists would increase from approximately 21 miles to approximately 32 miles under Option 2. For eastbound traffic originating in the Fallon area, the additional travel distance would be relatively minor (i.e., approximately 0.50 miles). Traffic approaching intersection 19 from the south from the Shurz area would not be likely to divert to the SR 839 replacement route Option 2, since it would necessitate substantial out-of-direction travel. Therefore, there would be no change to the travel distance for this route.

5.5 BASELINE PLUS OPTION 3

As shown in Tables 5-9 and 5-10, all intersections and roadway segments would be characterized by LOS A or B conditions during both peak hours, except for the US 95/Wildes Road/Scheckler Road intersection, which would experience LOS C conditions in the morning and afternoon peak hours. As with Option 2, the redistribution of traffic under Option 3 would incrementally change intersection delay, average travel speed, and/or percent of free flow speed, but would not result in any change to LOS. Refer to Appendices C and D for analysis worksheets.

Table 5-9. Baseline Plus Option 3 Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		Delay [a]	LOS [b]	Delay [a]	LOS [b]
Northern Subarea					
1	Pole Line Road/Lovelock Cave Back Country Byway	0.0	A	0.0	A
2	Pole Line Road/B-20 Range access road	0.0	A	0.0	A
3	East County Road/unnamed rural road	0.0	A	0.0	A
4	US 95/Pole Line Road	0.0	A	0.0	A
21	East County Road/Poco Canyon Road	0.0	A	0.0	A
Southwestern Subarea					
5	Lone Tree Road/Solias Road	0.0	A	0.0	A
6	Sand Canyon Road/B-16 Range access road	7.2	A	0.0	A
7	B-16 Intersection 2	0.0	A	0.0	A
8	US 95/Rawhide Road (SR 839 Replacement Option 1)	0.0	A	8.7	A
9	US 95/Union Lane	11.0	B	10.2	B
10	US 95/Wildes Road/Scheckler Road	24.6	C	24.6	C
11	US 50/Crook Road	10.4	B	11.3	B
12	US 50/Macari Lane (SR 839 Replacement Option 3)	8.8	A	9.1	A
20	US 95/Top Gun Road	9.3	A	8.9	A
Southeastern Subarea					
13	US 95/Sand Mountain Road	0.0	A	0.0	A
14	US 50/SR 839 Replacement Option 2	0.0	A	0.0	A
15	US 50/SR 839	[c]	[c]	[c]	[c]
16	US 50/SR 121	8.5	A	8.8	A
17	US 50/Earthquake Fault Road	0.0	A	9.0	A
18	SR 839/unnamed rural road	[c]	[c]	[c]	[c]
19	Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2)	0.0	A	0.0	A
22	US 50/SR 361	8.9	A	9.2	A
23	SR 844/SR 361	8.5	A	8.5	A

Notes: [a] Delay is measured in seconds per vehicle.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using Synchro 10.
[c] Intersection would be removed as part of the Proposed Action.

Table 5-10. Baseline Plus Option 3 Roadway Segment LOS

Class I Two-Lane Highways				
Roadway Segment	AM Peak Hour		PM Peak Hour	
	Average Travel Speed [a]	LOS [b]	Average Travel Speed [a]	LOS [b]
US 50, west of Macari Lane	66.1	A	65.7	A
US 50, west of Sand Mountain Road	65.6	A	65.3	A
US 50, west of SR 839	66.0	A	65.5	A
US 50, west of SR 121	66.3	A	65.9	A
SR 839, south of US 50	[d]	[d]	[d]	[d]
US 95, south of Rawhide Road	65.7	A	65.7	A
SR 361, south of US 50	62.0	A	61.9	A
Class III Two-Lane Highways				
Roadway Segment	AM Peak Hour		PM Peak Hour	
	Percent of Free Flow Speed [c]	LOS [b]	Percent of Free Flow Speed [c]	LOS [b]
US 50, west of Crook Road	90.6	B	89.6	B
US 95, south of Union Lane	94.0	A	93.2	A
US 95, south of Scheckler Road	90.5	B	88.8	B

Notes: [a] In miles per hour.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using the Highway Capacity Software.
[c] In percent.
[d] Segment would be removed as part of the Proposed Action.

5.5.1 Travel Distance Impacts

Under Option 3, westbound motorists at the US 50/SR 839 intersections traveling to intersection 19 would need to proceed westward on US 50 to Macari Lane, where they would turn left and then backtrack eastward to intersection 19. As a result, the travel distance would increase from approximately 21 miles to approximately 61 miles. Eastbound drivers starting in the Fallon area would experience a reduction in travel distance of approximately 2 miles. Traffic originating in the Shurz area and approaching intersection 19 from the south would be unlikely to divert to the SR 839 replacement route Option 3, since it would necessitate substantial out-of-direction travel. Therefore, there would be no change to the travel distance for this route.

5.6 BASELINE PLUS OPTION 4

As shown in Tables 5-11 and 5-12, all intersections and roadway segments would be characterized by LOS A or B conditions during both peak hours, except for the US 95/Wildes Road/Scheckler Road intersection, which would experience LOS C conditions in the morning and afternoon peak hours. As with the other options, the minimal redistribution of traffic under Option 4 would incrementally change intersection delay, average travel speed, and/or percent of free flow speed, but would not result in any change to LOS. Refer to Appendices C and D for analysis worksheets.

Table 5-11. Baseline Plus Option 4 Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		Delay [a]	LOS [b]	Delay [a]	LOS [b]
Northern Subarea					
1	Pole Line Road/Lovelock Cave Back Country Byway	0.0	A	0.0	A
2	Pole Line Road/B-20 Range access road	0.0	A	0.0	A
3	East County Road/unnamed rural road	0.0	A	0.0	A
4	US 95/Pole Line Road	0.0	A	0.0	A
21	East County Road/Poco Canyon Road	0.0	A	0.0	A
Southwestern Subarea					
5	Lone Tree Road/Solias Road	0.0	A	0.0	A
6	Sand Canyon Road/B-16 Range access road	0.0	A	0.0	A
7	B-16 Intersection 2	0.0	A	0.0	A
8	US 95/Rawhide Road (SR 839 Replacement Option 1)	0.0	A	8.7	A
9	US 95/Union Lane	11.0	B	10.2	B
10	US 95/Wildes Road/Scheckler Road	24.6	C	24.9	C
11	US 50/Crook Road	10.4	B	11.3	B
12	US 50/Macari Lane (SR 839 Replacement Option 3)	8.6	A	9.2	A
20	US 95/Top Gun Road	9.3	A	8.9	A
Southeastern Subarea					
13	US 95/Sand Mountain Road	0.0	A	0.0	A
14	US 50/SR 839 Replacement Option 2	0.0	A	0.0	A
15	US 50/SR 839	8.9	A	9.3	A
16	US 50/SR 121	8.5	A	8.8	A
17	US 50/Earthquake Fault Road	0.0	A	9.0	A
18	SR 839/unnamed rural road	0.0	A	0.0	A
19	Ryan Canyon Road/unnamed road (SR 839 Replacement Options 1 & 2)	0.0	A	0.0	A
22	US 50/SR 361	8.9	A	9.1	A
23	SR 844/SR 361	8.5	A	8.5	A

Notes: [a] Delay is measured in seconds per vehicle.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using Synchro 10.
[c] Intersection would be removed as part of the Proposed Action.

Table 5-12. Baseline Plus Option 4 Roadway Segment LOS

Class I Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Average Travel Speed [a]	**LOS [b]**	**Average Travel Speed [a]**	**LOS [b]**
US 50, west of Macari Lane	66.2	A	65.8	A
US 50, west of Sand Mountain Road	65.7	A	65.0	A
US 50, west of SR 839	66.0	A	65.1	A
US 50, west of SR 121	66.4	A	65.9	A
SR 839, south of US 50	61.8	A	61.7	A
US 95, south of Rawhide Road	65.7	A	65.7	A
SR 361, south of US 50	62.0	A	61.9	A
Class III Two-Lane Highways				
Roadway Segment	**AM Peak Hour**		**PM Peak Hour**	
	Percent of Free Flow Speed [c]	**LOS [b]**	**Percent of Free Flow Speed [c]**	**LOS [b]**
US 50, west of Crook Road	90.8	B	89.9	B
US 95, south of Union Lane	95.0	A	94.3	A
US 95, south of Scheckler Road	89.7	B	91.6	B

Notes: [a] In miles per hour.
[b] LOS calculations from HCM (TRB 2010) methods, and performed using the Highway Capacity Software.
[c] In percent.
[d] Segment would be removed as part of the Proposed Action.

5.6.1 Travel Distance Impacts

Under Option 4, motorists would continue south along SR 361, where the road would begin to curve to the east, instead of the west. Based on the proposed alignment of the replacement route analyzed in this study, the total travel distance would be 0.5 miles shorter than the current alignment of SR 361. Therefore, there would be no significant change to the travel distance for this option.

CHAPTER 6
LIST OF REFERENCES

Churchill County. 2010. Churchill County 2010 Master Plan. September.

Churchill County. 2015. Churchill County 2015 Master Plan. December.

Federal Aviation Administration. 2018. Aeronautical Information Services – National Flight Data Center. GAB (KGAB) Airport. Online at: https://nfdc.faa.gov/nfdcApps/services/ajv5/airportDisplay.jsp?airportId=GAB. Reviewed on 25 October 2017.

Federal Highway Administration. 2009. Manual on Uniform Traffic Control Devices. https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf. Reviewed on 11 October 2017.

Hong. 2016. Email correspondence between Hoang Hong of NDOT Traffic Operations and Edgar Leon of Cardno. December.

NAS Fallon. 2017. FRTC Range Gate Vehicle Activity. 18 April.

Naval Facilities Engineering Command Southwest. 2013. Final Off Highway Vehicle Trail Survey and Mapping, Naval Air Station Fallon. April.

NDOT. 2017a. NDOT TRINA Database. Online at: http://maps.nevadadot.com/trina/#/main. Reviewed on 30 January 2017.

NDOT. 2017b. NDOT 2017 Annual Traffic Report, 2017 ATRs. Online at: https://www.nevadadot.com/doing-business/about-ndot/ndot-divisions/planning/traffic-information/-folder-400. Reviewed on 23 August 2018.

NDOT. 2017c. State Highway Preservation Report. February.

NDOT. 2017d. Interstate-11 Project Status. Online at: http://www.nevadadot.com/BoulderCityBypass/Phase_I.aspx. Reviewed on 22 February 2017.

NDOT. 2017e. Nevada State Freight Plan. January. Online at: https://www.nevadadot.com/home/showdocument?id=8628. Reviewed on 19 September 2018.

TRB. 2010. Highway Capacity Manual. Fifth Edition. Washington, DC.

This page intentionally left blank.

Appendix A

Intersection Counts

This page intentionally left blank.

#1 Pole Line Road/Lovelock Cave Back Country Byway

Date: 12/6/2016

Day: Tuesday

Project #: 16-7900-001

AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

CONTROL

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
0	0	0		0	0	0
0	0	0		0	0	0

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	0	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
0	0	0		0	0	0

	South Leg
AM	0
NOON	0
PM	0

#2 Pole Line Road/B-20 Range access road

Date: 12/6/2016

Day: Tuesday

Project #: 16-7900-002

AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

CONTROL

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
0	0	0	0	0	0
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	0	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	0

#3 East County Road/unnamed rural road

Date: 12/6/2016

Day: Tuesday

Project #: 16-7900-003

AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

CONTROL

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
0	0	0	0	0	0
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	0	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	0

#4 US 95/Pole Line Road

Date: 12/6/2016

Day: Tuesday

Project #: 16-7900-004

Peak Hour Summary

AM Peak Hour	07:30 - 08:30
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Southbound Approach

AM	0	11	0	0	25	AM
NOON	0	0	0	0	0	NOON
PM	0	44	0	0	22	PM

Eastbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

CONTROL

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Northbound Approach

AM	11	0	0	25	0	AM
NOON	0	0	0	0	0	NOON
PM	44	0	0	22	0	PM

Total Ins & Outs

	AM	NOON	PM
North Leg	11	0	44
	25	0	22
East Leg	0	0	0
	0	0	0
West Leg	0	0	0
	0	0	0
South Leg	11	0	44
	25	0	22

Total Volume Per Leg

	AM	NOON	PM
North Leg	36	0	66
East Leg	0	0	0
West Leg	0	0	0
South Leg	36	0	66

#5 Lone Tree Road/Solias Road

Date: 12/13/2016

Day: Tuesday

Project #: 16-7900-005

AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Peak Hour Summary

Southbound Approach

AM	0	0	6	0	4 AM
NOON	0	0	0	0	0 NOON
PM	0	0	4	0	9 PM

Eastbound Approach

AM	NOON	PM
0	0	1
0	0	0
1	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
3	0	9
0	0	1
3	0	0
1	0	0
7	0	4
AM	NOON	PM

CONTROL

AM	3	0	0	0	0 AM
NOON	0	0	0	0	0 NOON
PM	0	0	0	0	0 PM

Northbound Approach

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	6	4	AM
	0	0	NOON
	4	9	PM

West Leg AM	NOON	PM		East Leg AM	NOON	PM
0	0	1		7	0	10
1	0	0		7	0	4

	South Leg	
AM	3	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	10	AM
	0	NOON
	13	PM

West Leg AM	NOON	PM		East Leg AM	NOON	PM
1	0	1		14	0	14

	South Leg
AM	3
NOON	0
PM	0

#6 Sand Canyon Road/B-16 Range access road

Date: 12/13/2016

Day: Tuesday

Project #: 16-7900-006

AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
0	0	0
1	0	0
0	0	0
0	0	0
AM	NOON	PM

CONTROL

Northbound Approach

AM	1	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg

0	0	AM
0	0	NOON
0	0	PM

West Leg

AM	NOON	PM
0	0	0
0	0	0

East Leg

AM	NOON	PM
1	0	0
0	0	0

South Leg

1	0	AM
0	0	NOON
0	0	PM

Total Volume Per Leg

North Leg

0	AM
0	NOON
0	PM

West Leg

AM	NOON	PM
0	0	0

East Leg

AM	NOON	PM
1	0	0

South Leg

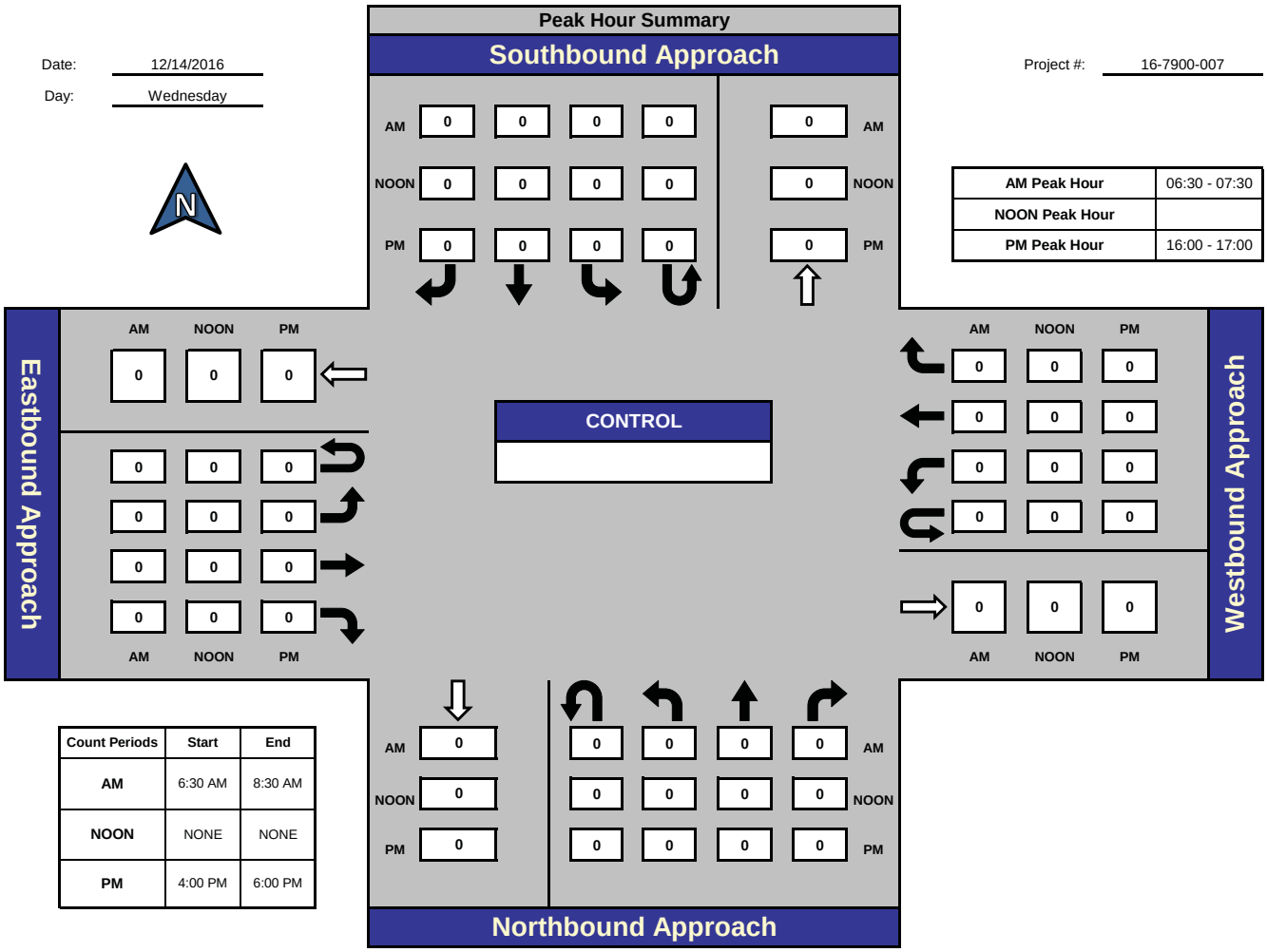
1	AM
0	NOON
0	PM

#7 B-16 Intersection 2

Date: 12/14/2016

Day: Wednesday

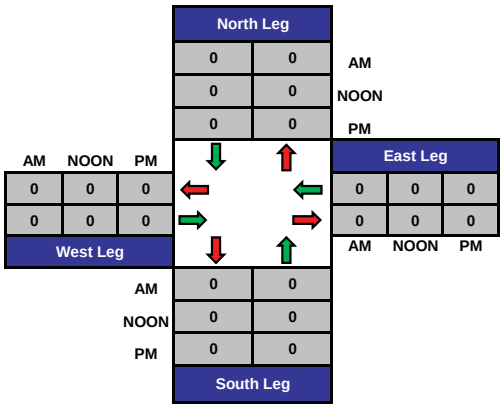
Project #: 16-7900-007



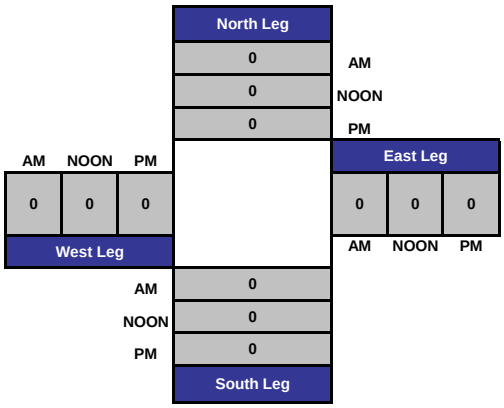
AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



#8 US 95/Rawhide Road (SR 839 Repl Alt. 1)

Date: 12/6/2016

Day: Tuesday

Project #: 16-7900-008

Peak Hour Summary

AM Peak Hour	07:15 - 08:15
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Southbound Approach

AM	0	62	0	0	58
NOON	0	0	0	0	0
PM	0	57	0	0	70

Eastbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	7
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

CONTROL

Northbound Approach

AM	62	0	0	58	0
NOON	0	0	0	0	0
PM	57	0	0	63	0

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	62	58	AM
	0	0	NOON
	57	70	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	7
0	0	0	0	0	0
			AM	NOON	PM

	South Leg	
AM	62	58
NOON	0	0
PM	57	63

Total Volume Per Leg

	North Leg	
	120	AM
	0	NOON
	127	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	7
			AM	NOON	PM

	South Leg
AM	120
NOON	0
PM	120

#9 US 95/Union Lane

Date: 12/7/2016

Day: Wednesday

Project #: 16-7900-009

Peak Hour Summary

	AM Peak Hour	NOON Peak Hour	PM Peak Hour
	06:30 - 07:30		16:00 - 17:00

Southbound Approach

AM	0	100	71	0	78
NOON	0	0	0	0	0
PM	0	92	12	0	186

Eastbound Approach

	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

	AM	NOON	PM
	9	0	54
	0	0	0
	5	0	12
	0	0	0
	98	0	20

CONTROL

Northbound Approach

AM	105	0	0	69	27
NOON	0	0	0	0	0
PM	104	0	0	132	8

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	171	78	AM
	0	0	NOON
	104	186	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
0	0	0	14	0	66
0	0	0	98	0	20

	South Leg	
AM	105	96
NOON	0	0
PM	104	140

Total Volume Per Leg

	North Leg	
	249	AM
	0	NOON
	290	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
0	0	0	112	0	86

	South Leg
AM	201
NOON	0
PM	244

#10 US 95/Wildes Road/Sheckler Road

Date: 12/7/2016

Day: Wednesday

Project #: 16-7900-010

Peak Hour Summary

AM Peak Hour	07:30 - 08:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Southbound Approach

AM	87	73	75	0	242
NOON	0	0	0	0	0
PM	61	123	39	0	252

Eastbound Approach

AM	NOON	PM
226	0	278
0	0	0
57	0	36
116	0	80
46	0	23

Westbound Approach

AM	NOON	PM
78	0	98
101	0	161
14	0	17
0	0	0
222	0	147

CONTROL

Northbound Approach

AM	133	0	38	107	31
NOON	0	0	0	0	0
PM	163	0	56	118	28

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	235	242	AM
	0	0	NOON
	223	252	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
226	0	278	193	0	276
219	0	139	222	0	147

	South Leg	
AM	133	176
NOON	0	0
PM	163	202

Total Volume Per Leg

	North Leg	
	477	AM
	0	NOON
	475	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
445	0	417	415	0	423

	South Leg
AM	309
NOON	0
PM	365

#11 US 50/Crook Road

Date: 12/7/2016

Day: Wednesday

Project #: 16-7900-011

Peak Hour Summary

AM Peak Hour	07:15 - 08:15
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Southbound Approach

AM	2	0	1	0	4	AM
NOON	0	0	0	0	0	NOON
PM	2	1	0	0	3	PM

Eastbound Approach

AM	NOON	PM
159	0	209
0	0	1
1	0	2
74	0	107
77	0	36

Westbound Approach

AM	NOON	PM
0	0	0
126	0	134
2	0	1
0	0	0
75	0	109

CONTROL

Northbound Approach

AM	79	0	31	3	0	AM
NOON	0	0	0	0	0	NOON
PM	38	0	72	1	2	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	3	4	AM
	0	0	NOON
	3	3	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
159	0	209	128	0	135
152	0	146	75	0	109

	South Leg
AM	79 34
NOON	0 0
PM	38 75

Total Volume Per Leg

	North Leg
AM	7
NOON	0
PM	6

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
311	0	355	203	0	244

	South Leg
AM	113
NOON	0
PM	113

#12 US 50/Macari Lane

Date: 12/7/2016

Day: Wednesday

Project #: 16-7900-012

AM Peak Hour	07:30 - 08:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
27	0	76
0	0	0
0	0	0
42	0	24
1	0	1
AM	NOON	PM

CONTROL

Westbound Approach

AM	NOON	PM
0	0	0
27	0	75
0	0	5
0	0	0
48	0	24
AM	NOON	PM

Northbound Approach

AM	1	0	0	0	6	AM
NOON	0	0	0	0	0	NOON
PM	6	0	1	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg			East Leg		
AM	NOON	PM			
27	0	76	27	0	80
43	0	25	48	0	24
			AM	NOON	PM

	South Leg	
AM	1	6
NOON	0	0
PM	6	1

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	0	PM

West Leg			East Leg		
AM	NOON	PM			
70	0	101	75	0	104
			AM	NOON	PM

	South Leg
AM	7
NOON	0
PM	7

#13 US 50/Sand Mountain Road

Date: 12/7/2016

Day: Wednesday

Project #: 16-7900-013

Peak Hour Summary

AM Peak Hour	07:30 - 08:30
NOON Peak Hour	
PM Peak Hour	16:30 - 17:30

Southbound Approach

AM	0	0	0	0	1	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM	
22	0	70	⇦
0	0	0	↶
0	0	0	↑
55	0	21	→
0	0	0	↷
AM	NOON	PM	

Westbound Approach

AM	NOON	PM	
1	0	0	↰
22	0	70	←
0	0	0	↖
0	0	0	↶
55	0	21	⇨
AM	NOON	PM	

CONTROL

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Northbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Total Ins & Outs

	North Leg		
	0	1	AM
	0	0	NOON
	0	0	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
22	0	70		23	0	70
55	0	21		55	0	21

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	1	AM
	0	NOON
	0	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
77	0	91		78	0	91

	South Leg
AM	0
NOON	0
PM	0

#14 US 50/SR 839 Repl Alt 3

Date: 12/8/2016

Day: Thursday

Project #: 16-7900-014

AM Peak Hour	06:45 - 07:45
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
11	0	66
0	0	0
0	0	0
45	0	18
0	0	0
AM	NOON	PM

CONTROL

Westbound Approach

AM	NOON	PM
0	0	0
11	0	66
0	0	0
0	0	0
45	0	18
AM	NOON	PM

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg			East Leg		
AM	NOON	PM			
11	0	66	11	0	66
45	0	18	45	0	18
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg		
	0		AM
	0		NOON
	0		PM

West Leg			East Leg		
AM	NOON	PM			
56	0	84	56	0	84
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	0

#15 US 50/SR 839

Date: 12/8/2016

Day: Thursday

Project #: 16-7900-015

AM Peak Hour	06:45 - 07:45
NOON Peak Hour	
PM Peak Hour	16:30 - 17:30

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
14	0	65
0	0	0
0	0	0
36	0	17
3	0	5
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
10	0	55
2	0	0
0	0	0
41	0	18
AM	NOON	PM

CONTROL

Northbound Approach

AM	5	0	4	0	5	AM
NOON	0	0	0	0	0	NOON
PM	5	0	10	0	1	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

AM	NOON	PM		East Leg		
14	0	65		12	0	55
39	0	22		41	0	18
West Leg				AM	NOON	PM

AM	5	9
NOON	0	0
PM	5	11
	South Leg	

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	0	PM

AM	NOON	PM		East Leg		
53	0	87		53	0	73
West Leg				AM	NOON	PM

AM	14
NOON	0
PM	16
	South Leg

#16 US 50/SR 121

Date: 12/8/2016

Day: Thursday

Project #: 16-7900-016

Peak Hour Summary

AM Peak Hour	07:00 - 08:00
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Southbound Approach

AM	2	0	1	0	7	AM
NOON	0	0	0	0	0	NOON
PM	2	0	1	0	1	PM

Eastbound Approach

AM	NOON	PM
9	0	45
0	0	0
7	0	1
18	0	16
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
7	0	43
0	0	0
0	0	0
19	0	17
AM	NOON	PM

CONTROL

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	3	7	AM
	0	0	NOON
	3	1	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
9	0	45	7	0	43
25	0	17	19	0	17

	South Leg
AM	0
NOON	0
PM	0

Total Volume Per Leg

	North Leg
AM	10
NOON	0
PM	4

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
34	0	62	26	0	60

	South Leg
AM	0
NOON	0
PM	0

#17 US 50/Earthquake Fault Road

Date: 12/8/2016

Day: Thursday

Project #: 16-7900-017

AM Peak Hour	06:45 - 07:45
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
10	0	39
0	0	0
0	0	0
14	0	19
3	0	0
AM	NOON	PM

CONTROL

Westbound Approach

AM	NOON	PM
0	0	0
10	0	36
0	0	0
0	0	0
14	0	19
AM	NOON	PM

Northbound Approach

AM	3	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	3	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	0	0	AM
NOON	0	0	NOON
PM	0	0	PM

West Leg			East Leg		
AM	NOON	PM			
10	0	39	10	0	36
17	0	19	14	0	19
			AM	NOON	PM

	South Leg	
AM	3	0
NOON	0	0
PM	0	3

Total Volume Per Leg

	North Leg	
AM	0	AM
NOON	0	NOON
PM	0	PM

West Leg			East Leg		
AM	NOON	PM			
27	0	58	24	0	55
			AM	NOON	PM

	South Leg
AM	3
NOON	0
PM	3

#18 SR 839/unnamed rural road

Date: 12/8/2016

Day: Thursday

Project #: 16-7900-018

Peak Hour Summary

Southbound Approach						
AM	0	2	0	0	4	AM
NOON	0	0	0	0	0	NOON
PM	0	1	0	0	11	PM

AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Eastbound Approach

	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0
	0	0	0
AM	NOON	PM	

CONTROL

Westbound Approach

	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0
	0	0	0
AM	NOON	PM	

Northbound Approach

AM	2	0	0	4	0	AM
NOON	0	0	0	0	0	NOON
PM	1	0	0	11	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	2	4	AM
	0	0	NOON
	1	11	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
0	0	0	0	0	0
			AM	NOON	PM

	South Leg	
AM	2	4
NOON	0	0
PM	1	11

Total Volume Per Leg

	North Leg	
	6	AM
	0	NOON
	12	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
			AM	NOON	PM

	South Leg
AM	6
NOON	0
PM	12

#19 SR 31/SR 839 Repl Alt 3

Date: 12/8/2016

Day: Thursday

Project #: 16-7900-019

Peak Hour Summary

AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	1	PM

Eastbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

CONTROL

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Northbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	1	0	0	PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	1	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
0	0	0		0	0	0
0	0	0		0	0	0

	South Leg	
AM	0	0
NOON	0	0
PM	0	1

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	1	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
0	0	0		0	0	0

	South Leg
AM	0
NOON	0
PM	1

#20 US 95/Top Gun Road

Date: 12/6/2016

Day: Tuesday

Project #: 16-7900-020

Peak Hour Summary

Southbound Approach						
AM	0	68	0	0	66	AM
NOON	0	0	0	0	0	NOON
PM	0	48	0	0	74	PM

AM Peak Hour	07:15 - 08:15
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Eastbound Approach

	AM	NOON	PM
	0	0	0
	0	0	0
	1	0	0
	0	0	0
	0	0	0
	AM	NOON	PM

Westbound Approach

	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0
	0	0	0
	AM	NOON	PM

CONTROL

Northbound Approach						
AM	68	0	0	65	0	AM
NOON	0	0	0	0	0	NOON
PM	48	0	0	74	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	68	66	AM
	0	0	NOON
	48	74	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
0	0	0	0	0	0
1	0	0	0	0	0

	South Leg	
AM	68	65
NOON	0	0
PM	48	74

Total Volume Per Leg

	North Leg
AM	134
NOON	0
PM	122

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1	0	0	0	0	0

	South Leg
AM	133
NOON	0
PM	122

#21 East County Road/Poco Canyon Road

Date: 12/7/2016

Day: Wednesday

Project #: 16-7900-021

AM Peak Hour	06:30 - 07:30
NOON Peak Hour	
PM Peak Hour	16:00 - 17:00

Peak Hour Summary

Southbound Approach

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Eastbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

Westbound Approach

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
AM	NOON	PM

CONTROL

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Count Periods	Start	End
AM	6:30 AM	8:30 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
0	0	0	0	0	0
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	0	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	0

Prepared by National Data & Surveying Services

SR 361 & US 50

Peak Hour Turning Movement Count

ID: 18-07235-001
City: Fallon

Day: Thursday
Date: 06/14/2018

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	06:30 AM - 08:30 AM
NOON	NONE
PM	03:30 PM - 05:30 PM

SR 361 — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

US 50 — EASTBOUND

AM	NOON	PM	
14	0	71	⇦
0	0	0	↶ 0
0	0	0	↱ 0
28	0	22	→ 1
9	0	10	↳ 0

US 50 — WESTBOUND

	PM	NOON	AM
0 ↰	0	0	0
1 ←	52	0	9
0 ↰	7	0	5
0 ↰	0	0	0
⇨	23	0	28

SR 361 — NORTHBOUND

PM	17	0	19	0	1	PM
NOON	0	0	0	0	0	NOON
AM	14	0	5	0	0	AM

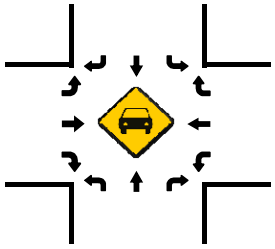
0	0	0	0	↲ ↓ ↳ ↳
0	0	1	0	↰ ↰ ↑ ↱

CONTROL

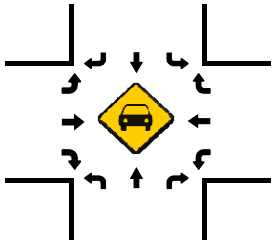
1-Way Stop(NB)

TEV	56 AM	0 NOON	111 PM
PHF	0.74		0.73

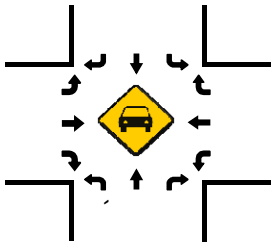
Total Vehicles (AM)



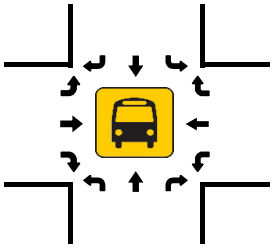
Total Vehicles (NOON)



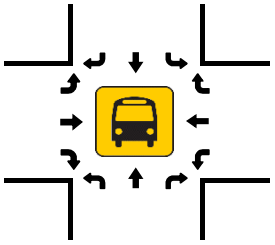
Total Vehicles (PM)



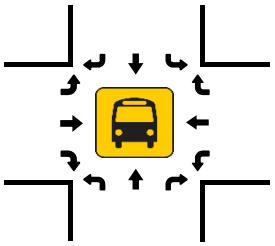
Total Vehicles (AM)



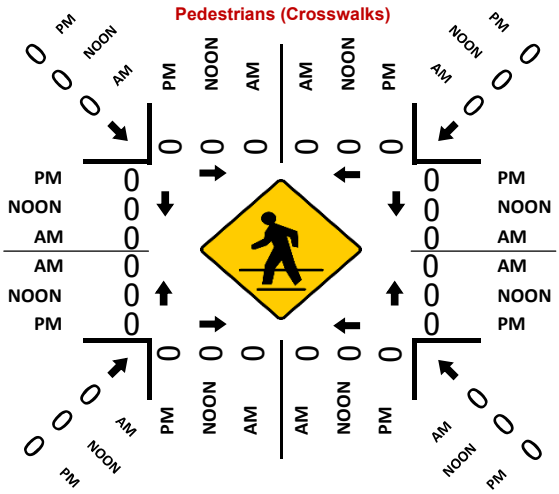
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

SR 361 & SR 844

Peak Hour Turning Movement Count

ID: 18-07235-002
City: Fallon

Day: Thursday
Date: 06/14/2018

PEAK HOURS		COUNT PERIODS
06:30 AM - 07:30 AM	AM	06:30 AM - 08:30 AM
NONE	NOON	NONE
04:15 PM - 05:15 PM	PM	03:30 PM - 05:30 PM

SR 361 — SOUTHBOUND

AM	0	6	2	0	8	AM
NOON	0	0	0	0	0	NOON
PM	0	15	3	0	16	PM

0 1 0 0

SR 844 — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

CONTROL

1-Way Stop(WB)

	AM	NOON	PM
TEV	19	0	35
PHF	0.79		0.63

SR 844 — WESTBOUND

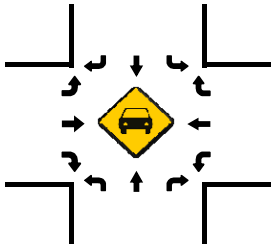
	PM	NOON	AM
0	2	0	1
1	0	0	0
0	1	0	2
0	0	0	0
	3	0	3
	PM	NOON	AM

0 0 1 0

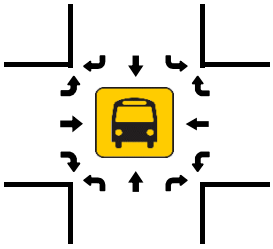
SR 361 — NORTHBOUND

PM	16	0	0	14	0	PM
NOON	0	0	0	0	0	NOON
AM	8	0	0	7	1	AM

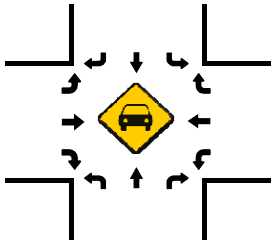
Total Vehicles (AM)



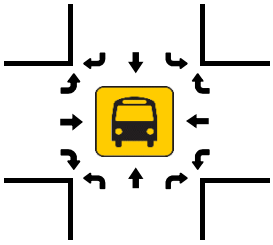
Total Vehicles (AM)



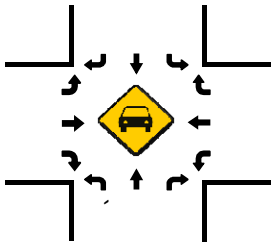
Total Vehicles (NOON)



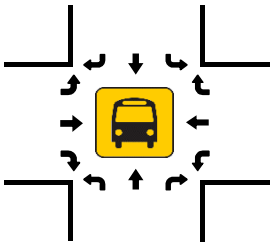
Total Vehicles (NOON)



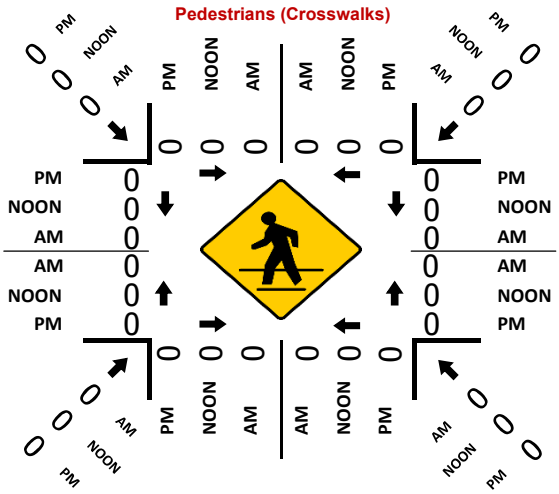
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

SR 361 & US 50

Peak Hour Turning Movement Count

ID: 18-07422-001
City: Fallon

Day: Tuesday
Date: 11/20/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	06:30 AM - 08:30 AM
NONE	NONE
03:45 PM - 04:45 PM	03:30 PM - 05:30 PM

SR 361 — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

US 50 — EASTBOUND

AM	NOON	PM	
12	0	50	
0	0	0	0
0	0	0	0
26	0	27	1
3	0	6	0
AM	NOON	PM	

US 50 — WESTBOUND

	PM	NOON	AM
0	0	0	0
1	34	0	9
0	4	0	4
0	0	0	0
	30	0	29
	PM	NOON	AM

SR 361 — NORTHBOUND

PM	10	0	16	0	3	PM
NOON	0	0	0	0	0	NOON
AM	7	0	3	0	3	AM

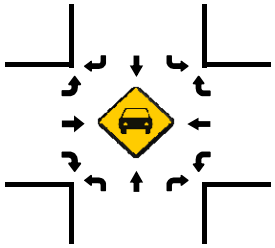
0	0	0	0	
0	0	0.5	0.5	

CONTROL

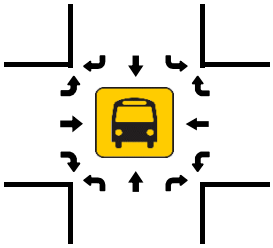
1-Way Stop(NB)

	AM	NOON	PM
TEV	48	0	90
PHF	0.75		0.80

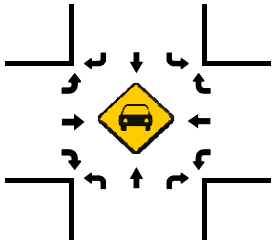
Total Vehicles (AM)



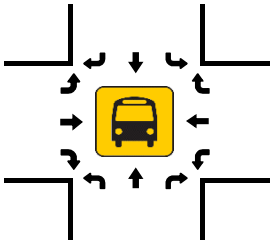
Total Vehicles (AM)



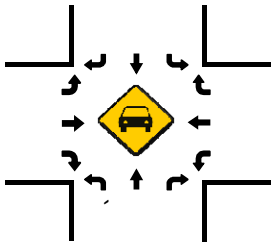
Total Vehicles (NOON)



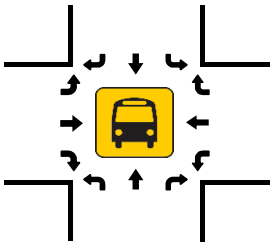
Total Vehicles (NOON)



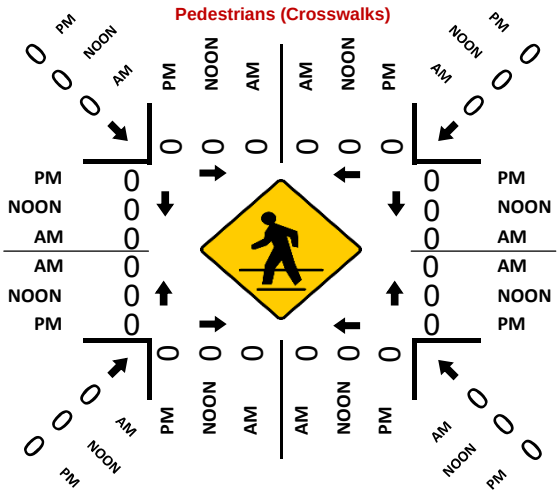
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

SR 361 & SR 844

Peak Hour Turning Movement Count

ID: 18-07422-002
City: Gabbs

Day: Tuesday
Date: 11/20/2018

PEAK HOURS	COUNT PERIODS
06:30 AM - 07:30 AM	06:30 AM - 08:30 AM
NONE	NONE
03:30 PM - 04:30 PM	03:30 PM - 05:30 PM

SR 361 — SOUTHBOUND

AM	0	8	0	0	5	AM
NOON	0	0	0	0	0	NOON
PM	0	12	1	0	16	PM

SR 844 — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

SR 844 — WESTBOUND

	PM	NOON	AM
0.5	1	0	1
0.5	0	0	0
0	4	0	1
0	0	0	0
	2	0	1
	PM	NOON	AM

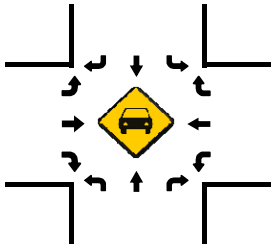
SR 361 — NORTHBOUND

PM	16	0	0	15	1	PM
NOON	0	0	0	0	0	NOON
AM	9	0	0	4	1	AM

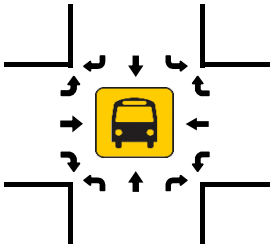
0	1	0	0	
0	0	1	0	

CONTROL			
1-Way Stop(WB)			
TEV	15 AM	0 NOON	34 PM
PHF	0.63		0.71

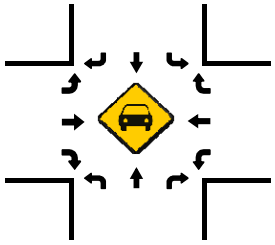
Total Vehicles (AM)



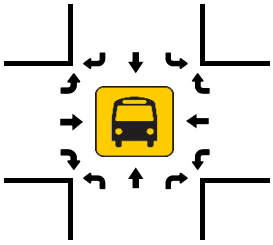
Total Vehicles (AM)



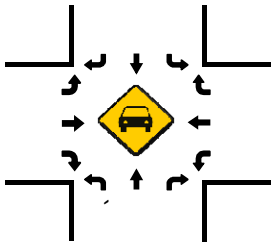
Total Vehicles (NOON)



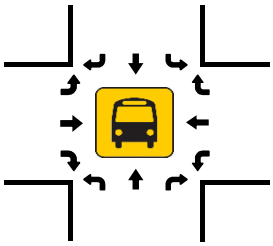
Total Vehicles (NOON)



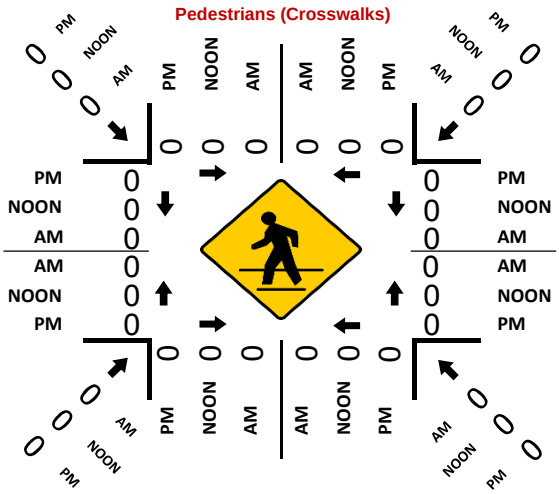
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



This page intentionally left blank.

Appendix B

Gate Counts

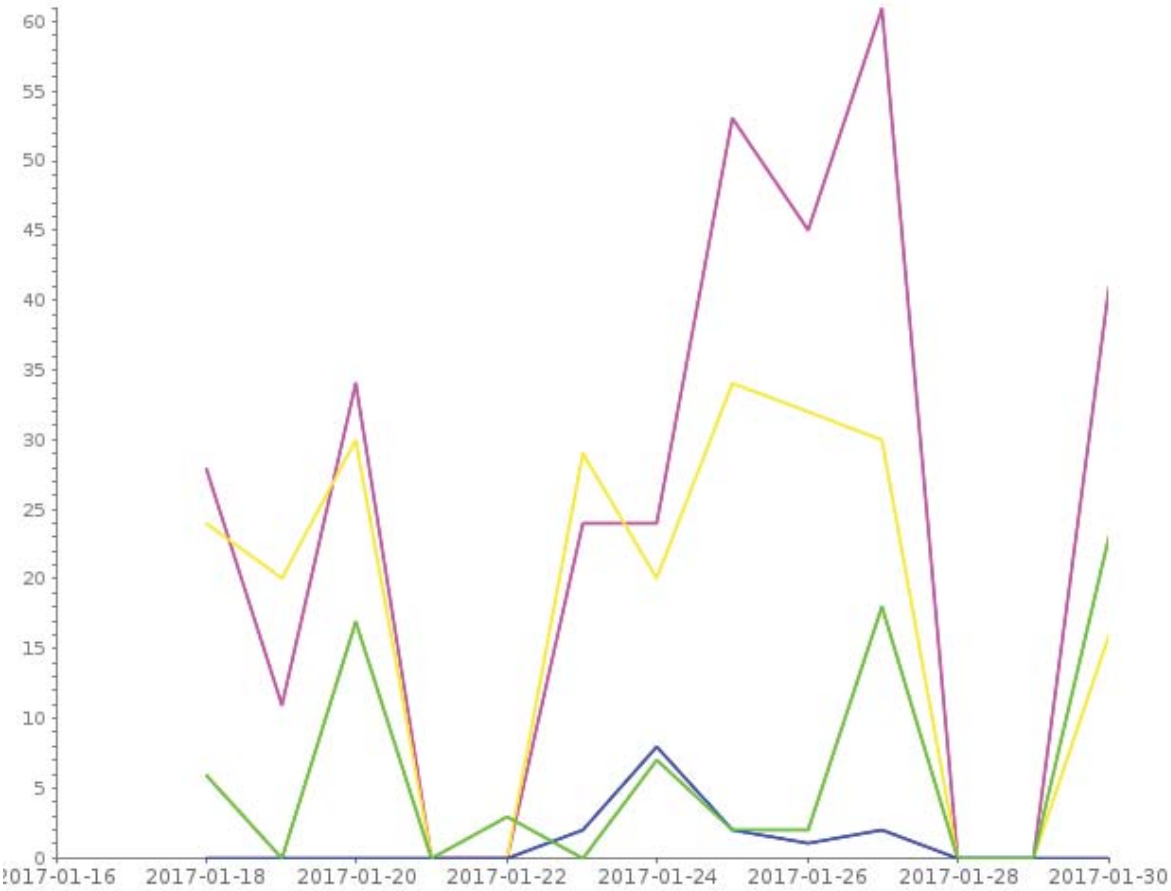
This page intentionally left blank.

Daily totals report

Covering 15 days from 2017-01-16 to 2017-01-30

Report generated on 2017-02-15 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name		Average	Min	Max
Location 1 - B16		6.0	0.0	23.0
Location 2 - B20		1.2	0.0	8.0
Location 3 - B17 South		18.1	0.0	34.0
Location 4 - B17 Main		24.7	0.0	61.0

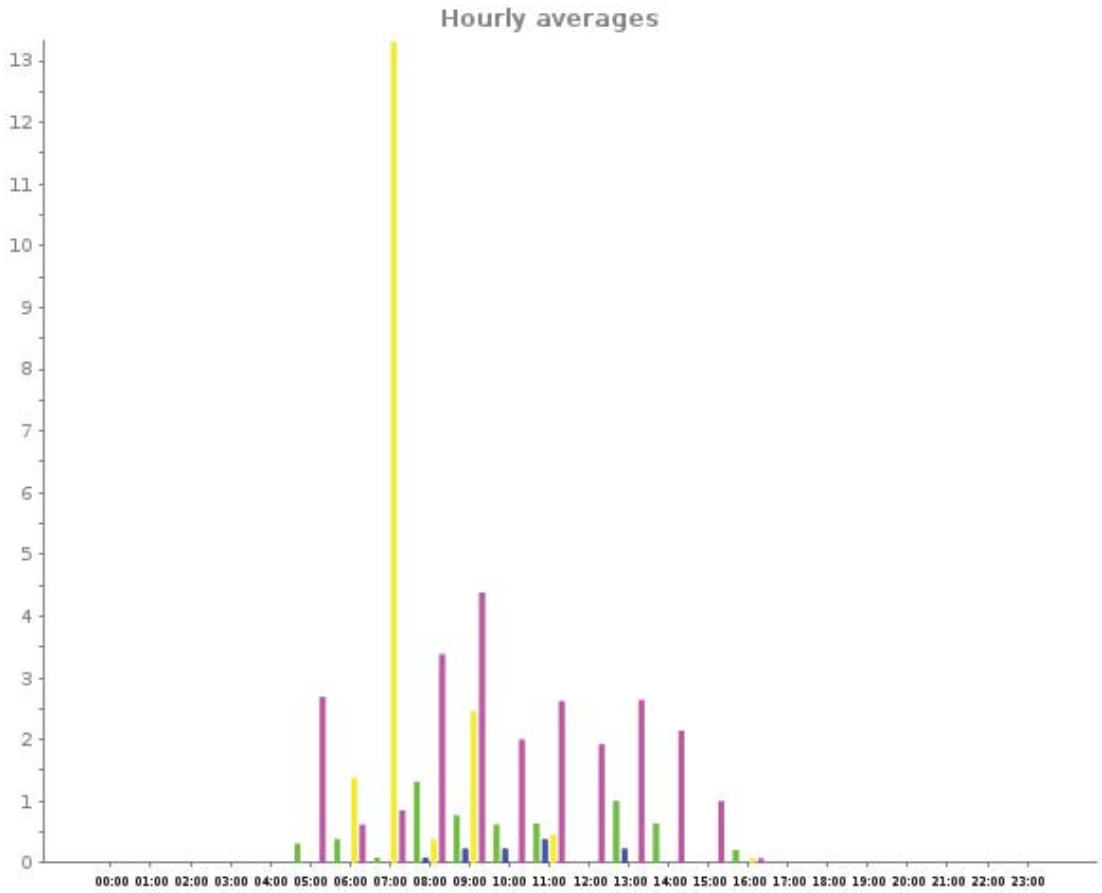
A = adjustment applied, D = divide by 2 applied, F = filtering applied

Hours of the day

From 2017-01-16 to 2017-01-30

Report generated on 2017-02-15 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name		Average	Median	STDV	Min	Max
Location 1 - B16		0.2	0.0	0.4	0.1	1.3
Location 2 - B20		0.0	0.0	0.1	0.1	0.4
Location 3 - B17 South		0.8	0.0	2.7	0.1	13.3
Location 4 - B17 Main		1.0	0.0	1.3	0.1	4.4

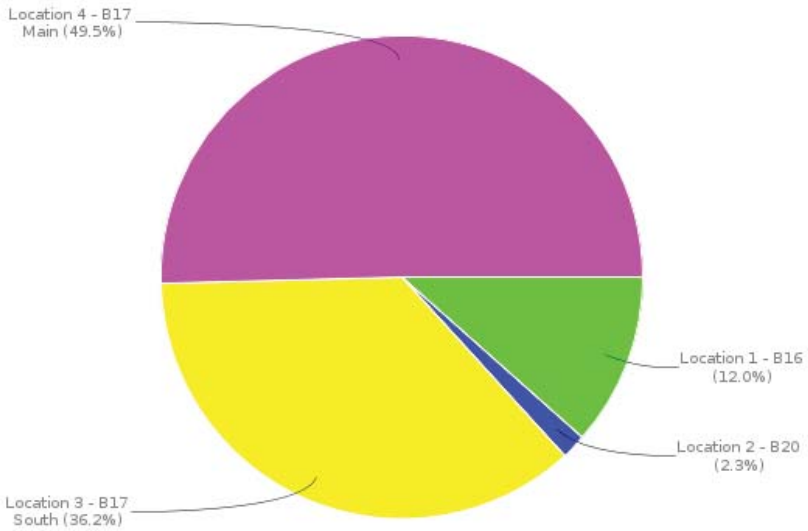
A = adjustment applied, D = divide by 2 applied, F = filtering applied

Compare sites

Data from 2017-01-16 to 2017-01-30

Report generated on 2017-02-15 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name		Daily Average
Location 1 - B16		6.0 (12.0%)
Location 2 - B20		1.2 (2.3%)
Location 3 - B17 South		18.1 (36.2%)
Location 4 - B17 Main		24.7 (49.5%)

A = adjustment applied, D = divide by 2 applied, F = filtering applied

Classification and Directional Split Counts, Range Access Gates

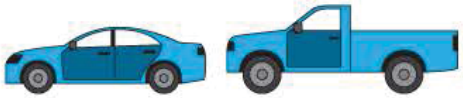
Location	Date	Period Ending	Direction	Classification												
				1	2	3	4	5	6	7	8	9	10	11	12	13
Location 1 - B-16	7-Feb	715	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		730	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		745	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		800	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Location 4 - B-17 Main Gate	7-Feb	915	Inbound	0	0		0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		930	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		945	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		1000	Inbound	0	0	1	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0

Location	Date	Period Ending	Direction	Classification												
				1	2	3	4	5	6	7	8	9	10	11	12	13
Location 2 - B-20	7-Feb	1215	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		1230	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		1245	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		1300	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Location 3 - B-17 South	8-Feb	715	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		730	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		745	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0
		800	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
			Outbound	0	0	0	0	0	0	0	0	0	0	0	0	0

FHWA Vehicle Classifications

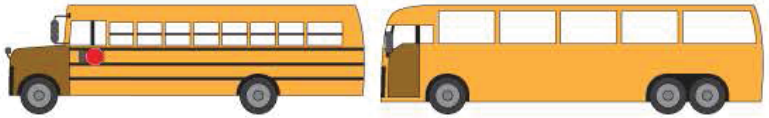
1. Motorcycles
2 axles, 2 or 3 tires

2. Passenger Cars
2 axles, can have 1- or 2-axle trailers



3. Pickups, Panels, Vans
2 axles, 4-tire single units
Can have 1 or 2 axle trailers

4. Buses
2 or 3 axles, full length

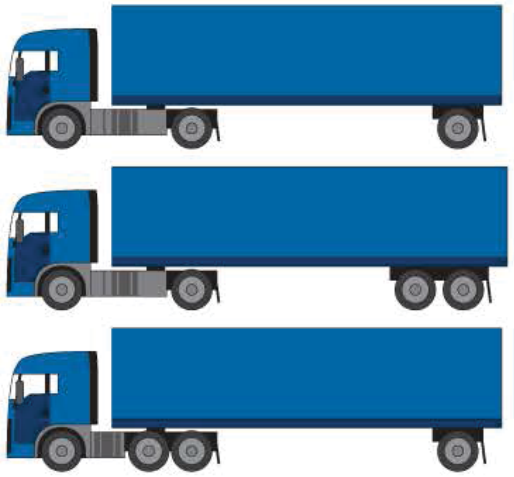


5. Single Unit 2-Axle Trucks
2 axles, 6 tires (dual rear tires), single-unit

6. Single Unit 3-Axle Trucks
3 axles, single unit

7. Single Unit 4 or More-Axle Trucks
4 or more axles, single unit

8. Single Trailer 3- or 4-Axle Trucks
3 or 4 axles, single trailer



9. Single Trailer 5-Axle Trucks
5 axles, single trailer

10. Single Trailer 6 or More-Axle Trucks
6 or more axles, single trailer

11. Multi-Trailer 5 or Less-Axle Trucks
5 or less axles, multiple trailers

12. Multi-Trailer 6-Axle Trucks
6 axles, multiple trailers

13. Multi-Trailer 7 or More-Axle Trucks
7 or more axles, multiple trailers

Appendix C

Intersection Worksheets

This page intentionally left blank.

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	37	0	0	16
Future Vol, veh/h	0	0	37	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	40	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	57	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	950	1031	-	-	1570	-
Stage 1	982	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	950	1031	-	-	1570	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1570	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	4	0	3	0	0	0	6	0	0
Future Vol, veh/h	1	0	0	4	0	3	0	0	0	6	0	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	1	0	0	4	0	3	0	0	0	7	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	16	14	0	14	14	0	0	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	2	0	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	999	880	-	1002	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	1	0	3	1	
Stage 1	-	-	-	-	1	-	
Stage 2	-	-	-	-	2	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1622	-	1019	1084	
Stage 1	-	-	-	-	1022	-	
Stage 2	-	-	-	-	1021	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1622	-	1018	1084	
Mov Cap-2 Maneuver	-	-	-	-	1018	-	
Stage 1	-	-	-	-	1021	-	
Stage 2	-	-	-	-	1021	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	0	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	60	0	0	64
Future Vol, veh/h	0	0	60	0	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	65	0	0	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	135	65	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	859	999	-	-	1537	-
Stage 1	958	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	859	999	-	-	1537	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	953	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1537	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	9	71	28	73	103
Future Vol, veh/h	5	9	71	28	73	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	77	30	79	112

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	347	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	650	984	-	-	1522	-
Stage 1	946	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	616	984	-	-	1522	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	616	984	1522	-
HCM Lane V/C Ratio	-	-	0.009	0.01	0.052	-
HCM Control Delay (s)	-	-	10.9	8.7	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.2	-

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	120	50	14	104	80	39	110	32	77	75	90
Future Vol, veh/h	59	120	50	14	104	80	39	110	32	77	75	90
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	130	54	15	113	87	42	120	35	84	82	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	554	454	82	568	552	120	180	0	-	120	0	0
Stage 1	250	250	-	204	204	-	-	-	-	-	-	-
Stage 2	304	204	-	364	348	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	443	502	978	434	442	931	1396	-	0	1468	-	-
Stage 1	754	700	-	798	733	-	-	-	0	-	-	-
Stage 2	705	733	-	655	634	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	295	459	978	300	404	931	1396	-	-	1468	-	-
Mov Cap-2 Maneuver	295	459	-	300	404	-	-	-	-	-	-	-
Stage 1	731	660	-	774	711	-	-	-	-	-	-	-
Stage 2	521	711	-	468	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.2	17.2	2	2.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1396	-	388	978	508	1468	-	-
HCM Lane V/C Ratio	0.03	-	0.501	0.056	0.424	0.057	-	-
HCM Control Delay (s)	7.7	-	23.3	8.9	17.2	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2.7	0.2	2.1	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	76	79	2	130	0	32	3	0	1	0	2
Future Vol, veh/h	1	76	79	2	130	0	32	3	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	83	86	2	141	0	35	3	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	169	0	0	231	230	83	275	316	141
Stage 1	-	-	-	-	-	-	85	85	-	145	145	-
Stage 2	-	-	-	-	-	-	146	145	-	130	171	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1442	-	-	1409	-	-	724	670	976	677	600	907
Stage 1	-	-	-	-	-	-	923	824	-	858	777	-
Stage 2	-	-	-	-	-	-	857	777	-	874	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1442	-	-	1409	-	-	720	668	976	673	598	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	720	668	-	673	598	-
Stage 1	-	-	-	-	-	-	922	823	-	857	775	-
Stage 2	-	-	-	-	-	-	853	775	-	870	756	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.3	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	715	1442	-	-	1409	-	-	813
HCM Lane V/C Ratio	0.053	0.001	-	-	0.002	-	-	0.004
HCM Control Delay (s)	10.3	7.5	0	-	7.6	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	1	0	28	0	6
Future Vol, veh/h	43	1	0	28	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	1	0	30	0	7

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	48	0	78	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1559	-	925	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1559	-	925	1021
Mov Cap-2 Maneuver	-	-	-	-	925	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	993	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1021	-	-	1559	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	60	64	6
Future Vol, veh/h	7	0	0	60	64	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	65	70	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	139	74	77	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	854	988	1522	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	854	988	1522	-	-	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	958	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	854	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	81	32	1	0	0
Future Vol, veh/h	0	81	32	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	88	35	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	36	0	-	0	124	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1575	-	-	-	871	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	871	1037
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	935	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	66	0	0	16	0	0	0	0	0	0	0
Future Vol, veh/h	0	66	0	0	16	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	72	0	0	17	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	72	0	0	89	89	72	89	89	17
Stage 1	-	-	-	-	-	-	72	72	-	17	17	-
Stage 2	-	-	-	-	-	-	17	17	-	72	72	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1600	-	-	1528	-	-	896	801	990	896	801	1062
Stage 1	-	-	-	-	-	-	938	835	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	938	835	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1528	-	-	896	801	990	896	801	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-	896	801	-	896	801	-
Stage 1	-	-	-	-	-	-	938	835	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	938	835	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1600	-	-	1528	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	4	3	15	6	7
Future Vol, veh/h	53	4	3	15	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	4	3	16	7	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	62	0	82	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1541	-	920	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	918	1005
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	963	-	-	1541	-
HCM Lane V/C Ratio	0.015	-	-	0.002	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	27	10	0	1	3
Future Vol, veh/h	10	27	10	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	29	11	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	62	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	944	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	937	1070
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	971	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1033
HCM Lane V/C Ratio	0.007	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	4	0	15	0	0
Future Vol, veh/h	21	4	0	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	4	0	16	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	41	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1587	-	970	1051
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	970	1051
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1007	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	6	0	0	3
Future Vol, veh/h	0	0	6	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	7	0	0	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	7	0	0	7	0
Stage 1	7	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1075	-	-	1614	-
Stage 1	1016	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1075	-	-	1614	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1614	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	9	5	9	5	0
Future Vol, veh/h	28	9	5	9	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	10	5	10	5	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	40	0	55	35	
Stage 1	-	-	-	-	35	-	
Stage 2	-	-	-	-	20	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1570	-	953	1038	
Stage 1	-	-	-	-	987	-	
Stage 2	-	-	-	-	1003	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1570	-	950	1038	
Mov Cap-2 Maneuver	-	-	-	-	950	-	
Stage 1	-	-	-	-	984	-	
Stage 2	-	-	-	-	1003	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	950	-	-	1570	-
HCM Lane V/C Ratio	0.006	-	-	0.003	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	7	1	2	6
Future Vol, veh/h	2	1	7	1	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	8	1	2	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	20	9	0	0	9	0
Stage 1	9	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	997	1073	-	-	1611	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	996	1073	-	-	1611	-
Mov Cap-2 Maneuver	996	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1020	1611	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	32	0	0	65
Future Vol, veh/h	0	0	32	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	35	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	106	35	0	0	35	0
Stage 1	35	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	892	1038	-	-	1576	-
Stage 1	987	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	892	1038	-	-	1576	-
Mov Cap-2 Maneuver	892	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1576	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	1	9	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	0	1	9	0	0	0	4	0	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	0	0	0	1	10	0	0	0	4	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	14	8	0	8	8	0	0	0	0	0	0	0
Stage 1	8	8	-	0	0	-	-	-	-	-	-	-
Stage 2	6	0	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1002	887	-	1011	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1016	-	-	1013	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1016	-	-	1013	889	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	1	0	2	1		
Stage 1	-	-	-	-	1	-		
Stage 2	-	-	-	-	1	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084		
Stage 1	-	-	-	-	1022	-		
Stage 2	-	-	-	-	1022	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084		
Mov Cap-2 Maneuver	-	-	-	-	1021	-		
Stage 1	-	-	-	-	1022	-		
Stage 2	-	-	-	-	1022	-		

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	65	0	0	59
Future Vol, veh/h	0	7	65	0	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	71	0	0	64

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	135	71	0	0	71	0
Stage 1	71	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	859	991	-	-	1529	-
Stage 1	952	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	859	991	-	-	1529	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	991	1529	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	56	136	8	12	95
Future Vol, veh/h	12	56	136	8	12	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	61	148	9	13	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	148	0	0	148	0
Stage 1	148	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	713	899	-	-	1434	-
Stage 1	880	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	707	899	-	-	1434	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	707	899	1434	-
HCM Lane V/C Ratio	-	-	0.018	0.068	0.009	-
HCM Control Delay (s)	-	-	10.2	9.3	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0	-

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	83	24	18	166	101	58	122	29	40	127	63
Future Vol, veh/h	37	83	24	18	166	101	58	122	29	40	127	63
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	90	26	20	180	110	63	133	32	43	138	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	628	483	138	562	551	133	206	0	-	133	0	0
Stage 1	224	224	-	259	259	-	-	-	-	-	-	-
Stage 2	404	259	-	303	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	395	483	910	438	442	916	1365	-	0	1452	-	-
Stage 1	779	718	-	746	694	-	-	-	0	-	-	-
Stage 2	623	694	-	706	671	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	216	447	910	339	409	916	1365	-	-	1452	-	-
Mov Cap-2 Maneuver	216	447	-	339	409	-	-	-	-	-	-	-
Stage 1	743	696	-	712	662	-	-	-	-	-	-	-
Stage 2	380	662	-	579	651	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.2	23.1	2.5	1.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1365	-	336	910	501	1452	-	-
HCM Lane V/C Ratio	0.046	-	0.388	0.029	0.618	0.03	-	-
HCM Control Delay (s)	7.8	-	22.4	9.1	23.1	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	0.1	4.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	110	37	1	138	0	74	1	2	0	1	2
Future Vol, veh/h	3	110	37	1	138	0	74	1	2	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	120	40	1	150	0	80	1	2	0	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	160	0	0	280	278	120	300	318	150
Stage 1	-	-	-	-	-	-	126	126	-	152	152	-
Stage 2	-	-	-	-	-	-	154	152	-	148	166	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1431	-	-	1419	-	-	672	630	931	652	598	896
Stage 1	-	-	-	-	-	-	878	792	-	850	772	-
Stage 2	-	-	-	-	-	-	848	772	-	855	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1431	-	-	1419	-	-	668	628	931	648	596	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	628	-	648	596	-
Stage 1	-	-	-	-	-	-	876	790	-	848	771	-
Stage 2	-	-	-	-	-	-	844	771	-	850	759	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	11.1	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	672	1431	-	-	1419	-	-	767
HCM Lane V/C Ratio	0.125	0.002	-	-	0.001	-	-	0.004
HCM Control Delay (s)	11.1	7.5	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	1	5	77	1	0
Future Vol, veh/h	25	1	5	77	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	1	5	84	1	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	28	0	122	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1585	-	873	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1585	-	870	1047
Mov Cap-2 Maneuver	-	-	-	-	870	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	870	-	-	1585	-
HCM Lane V/C Ratio	0.001	-	-	0.003	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	0	72	50	0
Future Vol, veh/h	4	7	0	72	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	0	78	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	132	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	862	1013	1551	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	862	1013	1551	-	-	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	945	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1551	-	952	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	103	0	0	0
Future Vol, veh/h	0	31	103	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	112	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	112	0	-	0	146	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1478	-	-	-	846	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1478	-	-	-	846	941
Mov Cap-2 Maneuver	-	-	-	-	846	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	988	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1478	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	28	0	0	97	0	0	0	0	0	0	0
Future Vol, veh/h	0	28	0	0	97	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	0	0	105	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	30	0	0	135	135	30	135	135	105
Stage 1	-	-	-	-	-	-	30	30	-	105	105	-
Stage 2	-	-	-	-	-	-	105	105	-	30	30	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1486	-	-	1583	-	-	836	756	1044	836	756	949
Stage 1	-	-	-	-	-	-	987	870	-	901	808	-
Stage 2	-	-	-	-	-	-	901	808	-	987	870	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1583	-	-	836	756	1044	836	756	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	836	756	-	836	756	-
Stage 1	-	-	-	-	-	-	987	870	-	901	808	-
Stage 2	-	-	-	-	-	-	901	808	-	987	870	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1486	-	-	1583	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	7	0	81	15	1
Future Vol, veh/h	25	7	0	81	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	8	0	88	16	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	119	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	877	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	877	1043
Mov Cap-2 Maneuver	-	-	-	-	877	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	935	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1576	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	24	63	0	1	3
Future Vol, veh/h	1	24	63	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	26	68	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	96	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1533	-	-	-	903	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	902	995
Mov Cap-2 Maneuver	-	-	-	-	902	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1533	-	-	-	970
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	0	0	53	4	0
Future Vol, veh/h	28	0	0	53	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	0	0	58	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	30	0	88	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1583	-	913	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	913	1044
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	965	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1583	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	18	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1000	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1062	-	-	1600	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	1	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	1	0	0	0	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	0	0	0	0	0	0	1	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2	2	1	2	2	1	1	0	0	1	0	0
Stage 1	1	1	-	1	1	-	-	-	-	-	-	-
Stage 2	1	1	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1020	894	1084	1020	894	1084	1622	-	-	1622	-	-
Stage 1	1022	895	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1020	894	1084	1020	894	1084	1622	-	-	1622	-	-
Mov Cap-2 Maneuver	1020	894	-	1020	894	-	-	-	-	-	-	-
Stage 1	1022	895	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	10	7	52	19	1
Future Vol, veh/h	22	10	7	52	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	11	8	57	21	1

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	35	0	103	30	
Stage 1	-	-	-	-	30	-	
Stage 2	-	-	-	-	73	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1576	-	895	1044	
Stage 1	-	-	-	-	993	-	
Stage 2	-	-	-	-	950	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1576	-	891	1044	
Mov Cap-2 Maneuver	-	-	-	-	891	-	
Stage 1	-	-	-	-	988	-	
Stage 2	-	-	-	-	950	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	898	-	-	1576	-
HCM Lane V/C Ratio	0.024	-	-	0.005	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	14	0	3	15
Future Vol, veh/h	1	2	14	0	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	15	0	3	16

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	37	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	975	1065	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	973	1065	-	-	1603	-
Mov Cap-2 Maneuver	973	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1032	1603	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	38	0	0	16
Future Vol, veh/h	0	0	38	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	41	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	41	0	0	41	0
Stage 1	41	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	1030	-	-	1568	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1030	-	-	1568	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1568	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	4	0	3	0	0	0	6	0	0
Future Vol, veh/h	1	0	0	4	0	3	0	0	0	6	0	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	1	0	0	4	0	3	0	0	0	7	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	16	14	0	14	14	0	0	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	2	0	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	999	880	-	1002	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	1	0	3	1	
Stage 1	-	-	-	-	1	-	
Stage 2	-	-	-	-	2	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1622	-	1019	1084	
Stage 1	-	-	-	-	1022	-	
Stage 2	-	-	-	-	1021	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1622	-	1018	1084	
Mov Cap-2 Maneuver	-	-	-	-	1018	-	
Stage 1	-	-	-	-	1021	-	
Stage 2	-	-	-	-	1021	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	0	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	62	0	0	66
Future Vol, veh/h	0	0	62	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	67	0	0	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	67	0	0	67	0
Stage 1	67	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	997	-	-	1535	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	997	-	-	1535	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1535	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	9	73	29	75	106
Future Vol, veh/h	5	9	73	29	75	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	79	32	82	115

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	358	79	0	0	79	0
Stage 1	79	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	640	981	-	-	1519	-
Stage 1	944	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	605	981	-	-	1519	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	605	981	1519	-
HCM Lane V/C Ratio	-	-	0.009	0.01	0.054	-
HCM Control Delay (s)	-	-	11	8.7	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.2	-

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	123	51	14	107	82	40	113	33	79	77	92
Future Vol, veh/h	60	123	51	14	107	82	40	113	33	79	77	92
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	134	55	15	116	89	43	123	36	86	84	100

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	568	465	84	582	565	123	184	0	-	123	0	0
Stage 1	256	256	-	209	209	-	-	-	-	-	-	-
Stage 2	312	209	-	373	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	495	975	424	434	928	1391	-	0	1464	-	-
Stage 1	749	696	-	793	729	-	-	-	0	-	-	-
Stage 2	699	729	-	648	629	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	284	451	975	289	396	928	1391	-	-	1464	-	-
Mov Cap-2 Maneuver	284	451	-	289	396	-	-	-	-	-	-	-
Stage 1	726	655	-	768	706	-	-	-	-	-	-	-
Stage 2	511	706	-	458	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	17.8	2	2.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	378	975	499	1464	-	-
HCM Lane V/C Ratio	0.031	-	0.526	0.057	0.442	0.059	-	-
HCM Control Delay (s)	7.7	-	24.6	8.9	17.8	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	0.2	2.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	81	81	2	135	0	33	3	0	1	0	2
Future Vol, veh/h	1	81	81	2	135	0	33	3	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	88	88	2	147	0	36	3	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	176	0	0	242	241	88	287	329	147
Stage 1	-	-	-	-	-	-	90	90	-	151	151	-
Stage 2	-	-	-	-	-	-	152	151	-	136	178	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1400	-	-	712	660	970	665	590	900
Stage 1	-	-	-	-	-	-	917	820	-	851	772	-
Stage 2	-	-	-	-	-	-	850	772	-	867	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1400	-	-	708	658	970	661	588	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	708	658	-	661	588	-
Stage 1	-	-	-	-	-	-	916	819	-	850	770	-
Stage 2	-	-	-	-	-	-	846	770	-	863	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.4	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	704	1435	-	-	1400	-	-	803
HCM Lane V/C Ratio	0.056	0.001	-	-	0.002	-	-	0.004
HCM Control Delay (s)	10.4	7.5	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	31	0	6
Future Vol, veh/h	47	1	0	31	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	1	0	34	0	7

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	0	0	52	0	86	52			
Stage 1	-	-	-	-	52	-			
Stage 2	-	-	-	-	34	-			
Critical Hdwy	-	-	4.12	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	-	-	2.218	-	3.518	3.318			
Pot Cap-1 Maneuver	-	-	1554	-	915	1016			
Stage 1	-	-	-	-	970	-			
Stage 2	-	-	-	-	988	-			
Platoon blocked, %	-	-		-					
Mov Cap-1 Maneuver	-	-	1554	-	915	1016			
Mov Cap-2 Maneuver	-	-	-	-	915	-			
Stage 1	-	-	-	-	970	-			
Stage 2	-	-	-	-	988	-			

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1554	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	62	66	6
Future Vol, veh/h	7	0	0	62	66	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	67	72	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	143	76	79	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	850	985	1519	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	850	985	1519	-	-	-
Mov Cap-2 Maneuver	850	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	956	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1519	-	850	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	92	37	1	0	0
Future Vol, veh/h	0	92	37	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	100	40	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	141	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1568	-	-	-	852	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	852	1030
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	76	0	0	20	0	0	0	0	0	0	0
Future Vol, veh/h	0	76	0	0	20	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	83	0	0	22	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	83	0	0	105	105	83	105	105	22
Stage 1	-	-	-	-	-	-	83	83	-	22	22	-
Stage 2	-	-	-	-	-	-	22	22	-	83	83	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1593	-	-	1514	-	-	875	785	976	875	785	1055
Stage 1	-	-	-	-	-	-	925	826	-	996	877	-
Stage 2	-	-	-	-	-	-	996	877	-	925	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1593	-	-	1514	-	-	875	785	976	875	785	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	875	785	-	875	785	-
Stage 1	-	-	-	-	-	-	925	826	-	996	877	-
Stage 2	-	-	-	-	-	-	996	877	-	925	826	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1593	-	-	1514	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	7	3	17	9	8
Future Vol, veh/h	59	7	3	17	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	8	3	18	10	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	92	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	908	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	906	995
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	946	-	-	1528	-
HCM Lane V/C Ratio	0.02	-	-	0.002	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	30	11	0	1	3
Future Vol, veh/h	11	30	11	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	33	12	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	69	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1607	-	-	-	936	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	929	1069
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1030
HCM Lane V/C Ratio	0.007	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	4	0	17	0	0
Future Vol, veh/h	23	4	0	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	4	0	18	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	45	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	965	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	965	1048
Mov Cap-2 Maneuver	-	-	-	-	965	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1005	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1584	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	9	0	0	6
Future Vol, veh/h	0	0	9	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	17	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1001	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1001	1071	-	-	1610	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	10	6	10	6	0
Future Vol, veh/h	31	10	6	10	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	11	7	11	7	0

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	45	0	65	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	941	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	936	1031
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	936	-	-	1563	-
HCM Lane V/C Ratio	0.007	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	8	1	2	7
Future Vol, veh/h	2	1	8	1	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	9	1	2	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	994	1071	-	-	1610	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1610	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	33	0	0	67
Future Vol, veh/h	0	0	33	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	36	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	888	1037	-	-	1575	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1575	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	1	9	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	0	1	9	0	0	0	4	0	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	0	0	0	1	10	0	0	0	4	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	14	8	0	8	8	0	0	0	0	0	0	0
Stage 1	8	8	-	0	0	-	-	-	-	-	-	-
Stage 2	6	0	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1002	887	-	1011	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1016	-	-	1013	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1016	-	-	1013	889	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	1	0	2	1		
Stage 1	-	-	-	-	1	-		
Stage 2	-	-	-	-	1	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084		
Stage 1	-	-	-	-	1022	-		
Stage 2	-	-	-	-	1022	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084		
Mov Cap-2 Maneuver	-	-	-	-	1021	-		
Stage 1	-	-	-	-	1022	-		
Stage 2	-	-	-	-	1022	-		

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	67	0	0	60
Future Vol, veh/h	0	7	67	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	73	0	0	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	138	73	0	0	73	0
Stage 1	73	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	855	989	-	-	1527	-
Stage 1	950	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	855	989	-	-	1527	-
Mov Cap-2 Maneuver	855	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	1527	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	57	139	8	12	97
Future Vol, veh/h	12	57	139	8	12	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	62	151	9	13	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	282	151	0	0	151	0
Stage 1	151	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	708	895	-	-	1430	-
Stage 1	877	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	895	-	-	1430	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	702	895	1430	-
HCM Lane V/C Ratio	-	-	0.019	0.069	0.009	-
HCM Control Delay (s)	-	-	10.2	9.3	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0	-

Intersection	
Int Delay, s/veh	12.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	85	25	18	170	104	59	125	30	41	130	65
Future Vol, veh/h	38	85	25	18	170	104	59	125	30	41	130	65
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	92	27	20	185	113	64	136	33	45	141	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	644	495	141	577	566	136	212	0	-	136	0	0
Stage 1	231	231	-	264	264	-	-	-	-	-	-	-
Stage 2	413	264	-	313	302	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	476	907	428	434	913	1358	-	0	1448	-	-
Stage 1	772	713	-	741	690	-	-	-	0	-	-	-
Stage 2	616	690	-	698	664	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	205	439	907	328	401	913	1358	-	-	1448	-	-
Mov Cap-2 Maneuver	205	439	-	328	401	-	-	-	-	-	-	-
Stage 1	736	691	-	706	658	-	-	-	-	-	-	-
Stage 2	370	658	-	568	643	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	24.6	2.5	1.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1358	-	325	907	493	1448	-	-
HCM Lane V/C Ratio	0.047	-	0.411	0.03	0.644	0.031	-	-
HCM Control Delay (s)	7.8	-	23.6	9.1	24.6	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	0.1	4.5	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	114	38	1	147	0	76	1	2	0	1	2
Future Vol, veh/h	3	114	38	1	147	0	76	1	2	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	124	41	1	160	0	83	1	2	0	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	165	0	0	294	292	124	314	333	160
Stage 1	-	-	-	-	-	-	130	130	-	162	162	-
Stage 2	-	-	-	-	-	-	164	162	-	152	171	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1413	-	-	658	619	927	639	587	885
Stage 1	-	-	-	-	-	-	874	789	-	840	764	-
Stage 2	-	-	-	-	-	-	838	764	-	850	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1419	-	-	1413	-	-	654	617	927	635	585	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	654	617	-	635	585	-
Stage 1	-	-	-	-	-	-	872	787	-	838	763	-
Stage 2	-	-	-	-	-	-	834	763	-	845	755	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	11.3	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	658	1419	-	-	1413	-	-	756
HCM Lane V/C Ratio	0.131	0.002	-	-	0.001	-	-	0.004
HCM Control Delay (s)	11.3	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	1	5	85	1	0
Future Vol, veh/h	27	1	5	85	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	1	5	92	1	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	30	0	132	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1583	-	862	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	859	1044
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	859	-	-	1583	-
HCM Lane V/C Ratio	0.001	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	0	74	51	0
Future Vol, veh/h	4	7	0	74	51	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	0	80	55	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	135	55	55	0	-	0
Stage 1	55	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	859	1012	1550	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	859	1012	1550	-	-	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	943	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	950	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	120	0	0	0
Future Vol, veh/h	0	35	120	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	130	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	168	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1455	-	-	-	822	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	822	920
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	984	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1455	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	32	0	0	113	0	0	0	0	0	0	0
Future Vol, veh/h	0	32	0	0	113	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	0	123	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	123	0	0	35	0	0	158	158	35	158	158	123
Stage 1	-	-	-	-	-	-	35	35	-	123	123	-
Stage 2	-	-	-	-	-	-	123	123	-	35	35	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1464	-	-	1576	-	-	808	734	1038	808	734	928
Stage 1	-	-	-	-	-	-	981	866	-	881	794	-
Stage 2	-	-	-	-	-	-	881	794	-	981	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1464	-	-	1576	-	-	808	734	1038	808	734	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	808	734	-	808	734	-
Stage 1	-	-	-	-	-	-	981	866	-	881	794	-
Stage 2	-	-	-	-	-	-	881	794	-	981	866	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1464	-	-	1576	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	9	0	89	23	1
Future Vol, veh/h	28	9	0	89	23	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	10	0	97	25	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	132	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	862	1038
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	862	1038
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	868	-	-	1570	-
HCM Lane V/C Ratio	0.03	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	27	70	0	1	3
Future Vol, veh/h	1	27	70	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	29	76	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	107	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	891	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	890	985
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	959
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	59	4	0
Future Vol, veh/h	31	0	0	59	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	0	0	64	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	98	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1578	-	901	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	901	1039
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	959	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1578	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	24	0	0	2
Future Vol, veh/h	0	0	24	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	28	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	987	1050	-	-	1588	-
Stage 1	997	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	987	1050	-	-	1588	-
Mov Cap-2 Maneuver	987	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1588	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	1	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	1	0	0	0	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	0	0	0	0	0	0	1	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2	2	1	2	2	1	1	0	0	1	0	0
Stage 1	1	1	-	1	1	-	-	-	-	-	-	-
Stage 2	1	1	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1020	894	1084	1020	894	1084	1622	-	-	1622	-	-
Stage 1	1022	895	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1020	894	1084	1020	894	1084	1622	-	-	1622	-	-
Mov Cap-2 Maneuver	1020	894	-	1020	894	-	-	-	-	-	-	-
Stage 1	1022	895	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	11	8	57	21	1
Future Vol, veh/h	24	11	8	57	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	12	9	62	23	1

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	38	0	112	32	
Stage 1	-	-	-	-	32	-	
Stage 2	-	-	-	-	80	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1572	-	885	1042	
Stage 1	-	-	-	-	991	-	
Stage 2	-	-	-	-	943	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1572	-	880	1042	
Mov Cap-2 Maneuver	-	-	-	-	880	-	
Stage 1	-	-	-	-	985	-	
Stage 2	-	-	-	-	943	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1572	-
HCM Lane V/C Ratio	0.027	-	-	0.006	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	15	0	3	17
Future Vol, veh/h	1	2	15	0	3	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	16	0	3	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	40	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	972	1063	-	-	1602	-
Stage 1	1007	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	970	1063	-	-	1602	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1030	1602	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	37	0	0	16
Future Vol, veh/h	0	0	37	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	40	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	57	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	950	1031	-	-	1570	-
Stage 1	982	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	950	1031	-	-	1570	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1570	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	4	0	3	0	0	0	6	0	0
Future Vol, veh/h	1	0	0	4	0	3	0	0	0	6	0	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	1	0	0	4	0	3	0	0	0	7	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	16	14	0	14	14	0	0	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	2	0	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	999	880	-	1002	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	1	0	3	1	
Stage 1	-	-	-	-	1	-	
Stage 2	-	-	-	-	2	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1622	-	1019	1084	
Stage 1	-	-	-	-	1022	-	
Stage 2	-	-	-	-	1021	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1622	-	1018	1084	
Mov Cap-2 Maneuver	-	-	-	-	1018	-	
Stage 1	-	-	-	-	1021	-	
Stage 2	-	-	-	-	1021	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	0	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	61	0	0	65
Future Vol, veh/h	0	0	61	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	66	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	137	66	0	0	66	0
Stage 1	66	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	856	998	-	-	1536	-
Stage 1	957	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	856	998	-	-	1536	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1536	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	9	72	28	74	104
Future Vol, veh/h	5	9	72	28	74	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	78	30	80	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	351	78	0	0	78	0
Stage 1	78	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	646	983	-	-	1520	-
Stage 1	945	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	612	983	-	-	1520	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	612	983	1520	-
HCM Lane V/C Ratio	-	-	0.009	0.01	0.053	-
HCM Control Delay (s)	-	-	10.9	8.7	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.2	-

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	122	51	14	105	81	39	111	32	78	76	91
Future Vol, veh/h	60	122	51	14	105	81	39	111	32	78	76	91
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	133	55	15	114	88	42	121	35	85	83	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	559	458	83	574	557	121	182	0	-	121	0	0
Stage 1	253	253	-	205	205	-	-	-	-	-	-	-
Stage 2	306	205	-	369	352	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	440	499	976	430	439	930	1393	-	0	1467	-	-
Stage 1	751	698	-	797	732	-	-	-	0	-	-	-
Stage 2	704	732	-	651	632	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	291	456	976	295	401	930	1393	-	-	1467	-	-
Mov Cap-2 Maneuver	291	456	-	295	401	-	-	-	-	-	-	-
Stage 1	728	658	-	773	710	-	-	-	-	-	-	-
Stage 2	519	710	-	462	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	17.4	2	2.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1393	-	384	976	505	1467	-	-
HCM Lane V/C Ratio	0.03	-	0.515	0.057	0.43	0.058	-	-
HCM Control Delay (s)	7.7	-	23.9	8.9	17.4	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2.8	0.2	2.1	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	80	80	2	134	0	32	3	0	1	0	2
Future Vol, veh/h	1	80	80	2	134	0	32	3	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	87	87	2	146	0	35	3	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	174	0	0	240	239	87	284	326	146
Stage 1	-	-	-	-	-	-	89	89	-	150	150	-
Stage 2	-	-	-	-	-	-	151	150	-	134	176	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1436	-	-	1403	-	-	714	662	971	668	592	901
Stage 1	-	-	-	-	-	-	918	821	-	853	773	-
Stage 2	-	-	-	-	-	-	851	773	-	869	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1436	-	-	1403	-	-	710	660	971	664	590	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	710	660	-	664	590	-
Stage 1	-	-	-	-	-	-	917	820	-	852	771	-
Stage 2	-	-	-	-	-	-	847	771	-	865	752	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.4	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	705	1436	-	-	1403	-	-	805
HCM Lane V/C Ratio	0.054	0.001	-	-	0.002	-	-	0.004
HCM Control Delay (s)	10.4	7.5	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	30	0	6
Future Vol, veh/h	47	1	0	30	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	1	0	33	0	7

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	52	0	85	52	
Stage 1	-	-	-	-	52	-	
Stage 2	-	-	-	-	33	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1554	-	916	1016	
Stage 1	-	-	-	-	970	-	
Stage 2	-	-	-	-	989	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1554	-	916	1016	
Mov Cap-2 Maneuver	-	-	-	-	916	-	
Stage 1	-	-	-	-	970	-	
Stage 2	-	-	-	-	989	-	

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1554	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	61	65	6
Future Vol, veh/h	7	0	0	61	65	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	66	71	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	141	75	78	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	852	986	1520	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	852	986	1520	-	-	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	957	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1520	-	852	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	91	37	1	0	0
Future Vol, veh/h	0	91	37	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	99	40	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	140	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1568	-	-	-	853	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	853	1030
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	925	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	75	0	0	19	0	0	0	0	0	0	0
Future Vol, veh/h	0	75	0	0	19	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	82	0	0	21	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	82	0	0	103	103	82	103	103	21
Stage 1	-	-	-	-	-	-	82	82	-	21	21	-
Stage 2	-	-	-	-	-	-	21	21	-	82	82	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1595	-	-	1515	-	-	877	787	978	877	787	1056
Stage 1	-	-	-	-	-	-	926	827	-	998	878	-
Stage 2	-	-	-	-	-	-	998	878	-	926	827	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1595	-	-	1515	-	-	877	787	978	877	787	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	877	787	-	877	787	-
Stage 1	-	-	-	-	-	-	926	827	-	998	878	-
Stage 2	-	-	-	-	-	-	998	878	-	926	827	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1595	-	-	1515	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	58	7	3	16	9	8
Future Vol, veh/h	58	7	3	16	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	8	3	17	10	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	90	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1529	-	910	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	908	997
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	948	-	-	1529	-
HCM Lane V/C Ratio	0.019	-	-	0.002	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	29	11	0	1	3
Future Vol, veh/h	11	29	11	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	32	12	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	68	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1607	-	-	-	937	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	930	1069
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1030
HCM Lane V/C Ratio	0.007	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	4	0	16	0	0
Future Vol, veh/h	23	4	0	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	4	0	17	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	44	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	967	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	967	1048
Mov Cap-2 Maneuver	-	-	-	-	967	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1006	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1584	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	9	0	0	6
Future Vol, veh/h	0	0	9	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	17	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1001	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1001	1071	-	-	1610	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	10	5	10	5	0
Future Vol, veh/h	31	10	5	10	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	11	5	11	5	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	45	0	61	40	
Stage 1	-	-	-	-	40	-	
Stage 2	-	-	-	-	21	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1563	-	945	1031	
Stage 1	-	-	-	-	982	-	
Stage 2	-	-	-	-	1002	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1563	-	942	1031	
Mov Cap-2 Maneuver	-	-	-	-	942	-	
Stage 1	-	-	-	-	979	-	
Stage 2	-	-	-	-	1002	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	942	-	-	1563	-
HCM Lane V/C Ratio	0.006	-	-	0.003	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	8	1	2	7
Future Vol, veh/h	2	1	8	1	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	9	1	2	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	994	1071	-	-	1610	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1610	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	32	0	0	66
Future Vol, veh/h	0	0	32	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	35	0	0	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	107	35	0	0	35	0
Stage 1	35	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	891	1038	-	-	1576	-
Stage 1	987	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	891	1038	-	-	1576	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	951	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1576	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	1	9	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	0	1	9	0	0	0	4	0	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	0	0	0	1	10	0	0	0	4	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	14	8	0	8	8	0	0	0	0	0	0	0
Stage 1	8	8	-	0	0	-	-	-	-	-	-	-
Stage 2	6	0	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1002	887	-	1011	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1016	-	-	1013	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1016	-	-	1013	889	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	66	0	0	60
Future Vol, veh/h	0	7	66	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	72	0	0	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	137	72	0	0	72	0
Stage 1	72	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	856	990	-	-	1528	-
Stage 1	951	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	856	990	-	-	1528	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	990	1528	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	57	138	8	12	96
Future Vol, veh/h	12	57	138	8	12	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	62	150	9	13	104

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	280	150	0	0	150	0
Stage 1	150	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	710	896	-	-	1431	-
Stage 1	878	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	704	896	-	-	1431	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	704	896	1431	-
HCM Lane V/C Ratio	-	-	0.019	0.069	0.009	-
HCM Control Delay (s)	-	-	10.2	9.3	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0	-

Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	84	24	18	168	102	59	124	29	41	129	64
Future Vol, veh/h	37	84	24	18	168	102	59	124	29	41	129	64
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	91	26	20	183	111	64	135	32	45	140	70

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	640	493	140	574	563	135	210	0	-	135	0	0
Stage 1	230	230	-	263	263	-	-	-	-	-	-	-
Stage 2	410	263	-	311	300	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	388	477	908	430	435	914	1361	-	0	1449	-	-
Stage 1	773	714	-	742	691	-	-	-	0	-	-	-
Stage 2	619	691	-	699	666	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	208	440	908	331	402	914	1361	-	-	1449	-	-
Mov Cap-2 Maneuver	208	440	-	331	402	-	-	-	-	-	-	-
Stage 1	737	692	-	707	659	-	-	-	-	-	-	-
Stage 2	375	659	-	571	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	24.2	2.5	1.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1361	-	328	908	493	1449	-	-
HCM Lane V/C Ratio	0.047	-	0.401	0.029	0.635	0.031	-	-
HCM Control Delay (s)	7.8	-	23.1	9.1	24.2	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	0.1	4.4	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	112	37	1	146	0	75	1	2	0	1	2
Future Vol, veh/h	3	112	37	1	146	0	75	1	2	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	122	40	1	159	0	82	1	2	0	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	162	0	0	291	289	122	311	329	159
Stage 1	-	-	-	-	-	-	128	128	-	161	161	-
Stage 2	-	-	-	-	-	-	163	161	-	150	168	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1417	-	-	661	621	929	642	590	886
Stage 1	-	-	-	-	-	-	876	790	-	841	765	-
Stage 2	-	-	-	-	-	-	839	765	-	853	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1417	-	-	657	619	929	638	588	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	657	619	-	638	588	-
Stage 1	-	-	-	-	-	-	874	788	-	839	764	-
Stage 2	-	-	-	-	-	-	835	764	-	848	757	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	11.2	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1420	-	-	1417	-	-	758
HCM Lane V/C Ratio	0.128	0.002	-	-	0.001	-	-	0.004
HCM Control Delay (s)	11.2	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	1	5	84	1	0
Future Vol, veh/h	26	1	5	84	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	1	5	91	1	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	29	0	130	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	864	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	861	1046
Mov Cap-2 Maneuver	-	-	-	-	861	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	923	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	861	-	-	1584	-
HCM Lane V/C Ratio	0.001	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	0	73	51	0
Future Vol, veh/h	4	7	0	73	51	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	0	79	55	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	134	55	55	0	-	0
Stage 1	55	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	860	1012	1550	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	860	1012	1550	-	-	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	944	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	951	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	118	0	0	0
Future Vol, veh/h	0	35	118	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	128	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	166	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	824	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	824	922
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	984	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1458	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	32	0	0	112	0	0	0	0	0	0	0
Future Vol, veh/h	0	32	0	0	112	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	0	122	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	35	0	0	157	157	35	157	157	122
Stage 1	-	-	-	-	-	-	35	35	-	122	122	-
Stage 2	-	-	-	-	-	-	122	122	-	35	35	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1465	-	-	1576	-	-	809	735	1038	809	735	929
Stage 1	-	-	-	-	-	-	981	866	-	882	795	-
Stage 2	-	-	-	-	-	-	882	795	-	981	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1465	-	-	1576	-	-	809	735	1038	809	735	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	809	735	-	809	735	-
Stage 1	-	-	-	-	-	-	981	866	-	882	795	-
Stage 2	-	-	-	-	-	-	882	795	-	981	866	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1465	-	-	1576	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	9	0	88	22	1
Future Vol, veh/h	27	9	0	88	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	10	0	96	24	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	39	0	130	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1571	-	864	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1571	-	864	1039
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	928	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	870	-	-	1571	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	26	69	0	1	3
Future Vol, veh/h	1	26	69	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	28	75	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	105	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1524	-	-	-	893	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1524	-	-	-	892	986
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1524	-	-	-	961
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	58	4	0
Future Vol, veh/h	31	0	0	58	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	0	0	63	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	97	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1578	-	902	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	902	1039
Mov Cap-2 Maneuver	-	-	-	-	902	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	960	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	902	-	-	1578	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	23	0	0	2
Future Vol, veh/h	0	0	23	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	27	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	988	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	988	1051	-	-	1589	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	1	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	1	0	0	0	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	0	0	0	0	0	0	1	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2	2	1	2	2	1	1	0	0	1	0	0
Stage 1	1	1	-	1	1	-	-	-	-	-	-	-
Stage 2	1	1	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1020	894	1084	1020	894	1084	1622	-	-	1622	-	-
Stage 1	1022	895	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1020	894	1084	1020	894	1084	1622	-	-	1622	-	-
Mov Cap-2 Maneuver	1020	894	-	1020	894	-	-	-	-	-	-	-
Stage 1	1022	895	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	11	8	57	21	1
Future Vol, veh/h	24	11	8	57	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	12	9	62	23	1

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	38	0	112	32	
Stage 1	-	-	-	-	32	-	
Stage 2	-	-	-	-	80	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1572	-	885	1042	
Stage 1	-	-	-	-	991	-	
Stage 2	-	-	-	-	943	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1572	-	880	1042	
Mov Cap-2 Maneuver	-	-	-	-	880	-	
Stage 1	-	-	-	-	985	-	
Stage 2	-	-	-	-	943	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1572	-
HCM Lane V/C Ratio	0.027	-	-	0.006	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	15	0	3	16
Future Vol, veh/h	1	2	15	0	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	16	0	3	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	39	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	973	1063	-	-	1602	-
Stage 1	1007	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1063	-	-	1602	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1030	1602	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	38	0	0	16
Future Vol, veh/h	0	0	38	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	41	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	41	0	0	41	0
Stage 1	41	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	1030	-	-	1568	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1030	-	-	1568	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1568	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	0	3	0	0	0	6	0	0
Future Vol, veh/h	0	0	0	4	0	3	0	0	0	6	0	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	0	0	4	0	3	0	0	0	7	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	16	14	0	14	14	0	0	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	2	0	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	999	880	-	1002	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	1	0	3	1	
Stage 1	-	-	-	-	1	-	
Stage 2	-	-	-	-	2	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1622	-	1019	1084	
Stage 1	-	-	-	-	1022	-	
Stage 2	-	-	-	-	1021	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1622	-	1018	1084	
Mov Cap-2 Maneuver	-	-	-	-	1018	-	
Stage 1	-	-	-	-	1021	-	
Stage 2	-	-	-	-	1021	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	0	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	62	0	12	66
Future Vol, veh/h	0	18	62	0	12	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	67	0	13	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	165	67	0	0	67	0
Stage 1	67	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	826	997	-	-	1535	-
Stage 1	956	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	819	997	-	-	1535	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	1535	-
HCM Lane V/C Ratio	-	-	0.02	0.008	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	9	92	29	75	118
Future Vol, veh/h	5	9	92	29	75	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	100	32	82	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	392	100	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	612	956	-	-	1493	-
Stage 1	924	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	578	956	-	-	1493	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	578	956	1493	-
HCM Lane V/C Ratio	-	-	0.009	0.01	0.055	-
HCM Control Delay (s)	-	-	11.3	8.8	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.2	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	123	51	14	107	82	40	123	33	79	89	92
Future Vol, veh/h	60	123	51	14	107	82	40	123	33	79	89	92
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	134	55	15	116	89	43	134	36	86	97	100

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	592	489	97	606	589	134	197	0	-	134	0	0
Stage 1	269	269	-	220	220	-	-	-	-	-	-	-
Stage 2	323	220	-	386	369	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	418	480	959	409	421	915	1376	-	0	1451	-	-
Stage 1	737	687	-	782	721	-	-	-	0	-	-	-
Stage 2	689	721	-	637	621	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	270	438	959	275	384	915	1376	-	-	1451	-	-
Mov Cap-2 Maneuver	270	438	-	275	384	-	-	-	-	-	-	-
Stage 1	714	646	-	758	699	-	-	-	-	-	-	-
Stage 2	502	699	-	448	584	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	18.5	1.9	2.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1376	-	364	959	484	1451	-	-
HCM Lane V/C Ratio	0.032	-	0.546	0.058	0.456	0.059	-	-
HCM Control Delay (s)	7.7	-	26.2	9	18.5	7.6	-	-
HCM Lane LOS	A	-	D	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	3.1	0.2	2.3	0.2	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	72	81	2	135	0	33	3	0	1	0	2
Future Vol, veh/h	1	72	81	2	135	0	33	3	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	78	88	2	147	0	36	3	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	166	0	0	232	231	78	277	319	147
Stage 1	-	-	-	-	-	-	80	80	-	151	151	-
Stage 2	-	-	-	-	-	-	152	151	-	126	168	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1412	-	-	723	669	983	675	598	900
Stage 1	-	-	-	-	-	-	929	828	-	851	772	-
Stage 2	-	-	-	-	-	-	850	772	-	878	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1412	-	-	719	667	983	671	596	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	667	-	671	596	-
Stage 1	-	-	-	-	-	-	928	827	-	850	770	-
Stage 2	-	-	-	-	-	-	846	770	-	874	758	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.3	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	714	1435	-	-	1412	-	-	808
HCM Lane V/C Ratio	0.055	0.001	-	-	0.002	-	-	0.004
HCM Control Delay (s)	10.3	7.5	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	31	0	6
Future Vol, veh/h	47	1	0	31	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	1	0	34	0	7

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	52	0	86	52	
Stage 1	-	-	-	-	52	-	
Stage 2	-	-	-	-	34	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1554	-	915	1016	
Stage 1	-	-	-	-	970	-	
Stage 2	-	-	-	-	988	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1554	-	915	1016	
Mov Cap-2 Maneuver	-	-	-	-	915	-	
Stage 1	-	-	-	-	970	-	
Stage 2	-	-	-	-	988	-	

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1554	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	81	78	6
Future Vol, veh/h	7	0	0	81	78	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	88	85	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	177	89	92	0	-	0
Stage 1	89	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	813	969	1503	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	813	969	1503	-	-	-
Mov Cap-2 Maneuver	813	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1503	-	813	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	92	37	1	0	0
Future Vol, veh/h	0	92	37	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	100	40	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	141	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1568	-	-	-	852	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	852	1030
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	32	0	0	112	0	0	0	0	0	0	0
Future Vol, veh/h	0	32	0	0	112	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	0	122	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	35	0	0	157	157	35	157	157	122
Stage 1	-	-	-	-	-	-	35	35	-	122	122	-
Stage 2	-	-	-	-	-	-	122	122	-	35	35	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1465	-	-	1576	-	-	809	735	1038	809	735	929
Stage 1	-	-	-	-	-	-	981	866	-	882	795	-
Stage 2	-	-	-	-	-	-	882	795	-	981	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1465	-	-	1576	-	-	809	735	1038	809	735	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	809	735	-	809	735	-
Stage 1	-	-	-	-	-	-	981	866	-	882	795	-
Stage 2	-	-	-	-	-	-	882	795	-	981	866	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1465	-	-	1576	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	0	0	20	0	0
Future Vol, veh/h	68	0	0	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	0	0	22	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	96	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1526	-	903	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	903	988
Mov Cap-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	1001	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1526	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	30	11	0	1	3
Future Vol, veh/h	11	30	11	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	33	12	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	69	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1607	-	-	-	936	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	929	1069
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1030
HCM Lane V/C Ratio	0.007	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	4	0	17	0	0
Future Vol, veh/h	23	4	0	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	4	0	18	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	45	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	965	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	965	1048
Mov Cap-2 Maneuver	-	-	-	-	965	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1005	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1584	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	18
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	18
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	0	0	0	0	0	0	0	0	0	0	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	10	10	10	10	20	0	20	0	0	0	0	0
Stage 1	10	10	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	10	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1008	885	1071	1008	874	-	1596	-	-	-	-	-
Stage 1	1011	887	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1011	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	885	1071	1008	874	-	1596	-	-	-	-	-
Mov Cap-2 Maneuver	-	885	-	1008	874	-	-	-	-	-	-	-
Stage 1	1011	887	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1011	879	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	10	6	10	6	0
Future Vol, veh/h	31	10	6	10	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	11	7	11	7	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	65	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	941	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	936	1031
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	936	-	-	1563	-
HCM Lane V/C Ratio	0.007	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	8	1	2	7
Future Vol, veh/h	2	1	8	1	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	9	1	2	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	994	1071	-	-	1610	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1610	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	33	0	0	67
Future Vol, veh/h	0	0	33	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	36	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	888	1037	-	-	1575	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1575	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	9	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	0	0	9	0	0	0	4	0	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	0	0	0	0	10	0	0	0	4	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	13	8	0	8	8	0	0	0	0	0	0	0
Stage 1	8	8	-	0	0	-	-	-	-	-	-	-
Stage 2	5	0	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1004	887	-	1011	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	1013	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	1013	889	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	67	0	10	60
Future Vol, veh/h	0	33	67	0	10	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	73	0	11	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	160	73	0	0	73	0
Stage 1	73	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	831	989	-	-	1527	-
Stage 1	950	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	989	-	-	1527	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	1527	-
HCM Lane V/C Ratio	-	-	0.036	0.007	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	57	165	8	12	107
Future Vol, veh/h	12	57	165	8	12	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	62	179	9	13	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	321	179	0	0	179	0
Stage 1	179	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	673	864	-	-	1397	-
Stage 1	852	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	667	864	-	-	1397	-
Mov Cap-2 Maneuver	667	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	667	864	1397	-
HCM Lane V/C Ratio	-	-	0.02	0.072	0.009	-
HCM Control Delay (s)	-	-	10.5	9.5	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0	-

Intersection	
Int Delay, s/veh	13.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	85	25	18	170	104	59	149	30	41	140	65
Future Vol, veh/h	38	85	25	18	170	104	59	149	30	41	140	65
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	92	27	20	185	113	64	162	33	45	152	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	681	532	152	614	603	162	223	0	-	162	0	0
Stage 1	242	242	-	290	290	-	-	-	-	-	-	-
Stage 2	439	290	-	324	313	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	364	453	894	404	413	883	1346	-	0	1417	-	-
Stage 1	762	705	-	718	672	-	-	-	0	-	-	-
Stage 2	597	672	-	688	657	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	186	418	894	307	381	883	1346	-	-	1417	-	-
Mov Cap-2 Maneuver	186	418	-	307	381	-	-	-	-	-	-	-
Stage 1	725	682	-	684	640	-	-	-	-	-	-	-
Stage 2	353	640	-	558	636	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	27.3	2.2	1.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1346	-	302	894	469	1417	-	-
HCM Lane V/C Ratio	0.048	-	0.443	0.03	0.677	0.031	-	-
HCM Control Delay (s)	7.8	-	26.1	9.2	27.3	7.6	-	-
HCM Lane LOS	A	-	D	A	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2.2	0.1	5	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	104	38	1	147	0	76	1	2	0	1	2
Future Vol, veh/h	3	104	38	1	147	0	76	1	2	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	113	41	1	160	0	83	1	2	0	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	154	0	0	283	281	113	303	322	160
Stage 1	-	-	-	-	-	-	119	119	-	162	162	-
Stage 2	-	-	-	-	-	-	164	162	-	141	160	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1426	-	-	669	627	940	649	595	885
Stage 1	-	-	-	-	-	-	885	797	-	840	764	-
Stage 2	-	-	-	-	-	-	838	764	-	862	766	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1419	-	-	1426	-	-	665	625	940	645	593	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	665	625	-	645	593	-
Stage 1	-	-	-	-	-	-	883	795	-	838	763	-
Stage 2	-	-	-	-	-	-	834	763	-	857	764	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	11.2	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	669	1419	-	-	1426	-	-	760
HCM Lane V/C Ratio	0.128	0.002	-	-	0.001	-	-	0.004
HCM Control Delay (s)	11.2	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	1	5	85	1	0
Future Vol, veh/h	19	1	5	85	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	1	5	92	1	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	22	0	124	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1593	-	871	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1593	-	868	1055
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	868	-	-	1593	-
HCM Lane V/C Ratio	0.001	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	0	100	62	0
Future Vol, veh/h	4	7	0	100	62	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	0	109	67	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	176	67	67	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	814	997	1535	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	814	997	1535	-	-	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	916	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	922	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	120	0	0	0
Future Vol, veh/h	0	27	120	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	130	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	159	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1455	-	-	-	832	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	832	920
Mov Cap-2 Maneuver	-	-	-	-	832	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	994	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1455	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	24	0	0	113	0	0	0	0	0	0	0
Future Vol, veh/h	0	24	0	0	113	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	0	0	123	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	123	0	0	26	0	0	149	149	26	149	149	123
Stage 1	-	-	-	-	-	-	26	26	-	123	123	-
Stage 2	-	-	-	-	-	-	123	123	-	26	26	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1464	-	-	1588	-	-	819	743	1050	819	743	928
Stage 1	-	-	-	-	-	-	992	874	-	881	794	-
Stage 2	-	-	-	-	-	-	881	794	-	992	874	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1464	-	-	1588	-	-	819	743	1050	819	743	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	819	743	-	819	743	-
Stage 1	-	-	-	-	-	-	992	874	-	881	794	-
Stage 2	-	-	-	-	-	-	881	794	-	992	874	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1464	-	-	1588	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	89	0	0
Future Vol, veh/h	30	0	0	89	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	0	0	97	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	130	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	864	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	864	1041
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1579	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	27	70	0	1	3
Future Vol, veh/h	1	27	70	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	29	76	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	107	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	891	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	890	985
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	959
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	59	4	0
Future Vol, veh/h	31	0	0	59	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	0	0	64	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	98	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1578	-	901	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	901	1039
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	959	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1578	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	24
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	24
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	0	0	0	0	0	0	0	0	0	0	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	13	13	13	13	26	0	26	0	0	0	0	0
Stage 1	13	13	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	13	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1004	881	1067	1004	867	-	1588	-	-	-	-	-
Stage 1	1007	885	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1007	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	881	1067	1004	867	-	1588	-	-	-	-	-
Mov Cap-2 Maneuver	-	881	-	1004	867	-	-	-	-	-	-	-
Stage 1	1007	885	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1007	874	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1588	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	11	8	57	21	1
Future Vol, veh/h	24	11	8	57	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	12	9	62	23	1

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	38	0	112	32	
Stage 1	-	-	-	-	32	-	
Stage 2	-	-	-	-	80	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1572	-	885	1042	
Stage 1	-	-	-	-	991	-	
Stage 2	-	-	-	-	943	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1572	-	880	1042	
Mov Cap-2 Maneuver	-	-	-	-	880	-	
Stage 1	-	-	-	-	985	-	
Stage 2	-	-	-	-	943	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1572	-
HCM Lane V/C Ratio	0.027	-	-	0.006	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	15	0	3	17
Future Vol, veh/h	1	2	15	0	3	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	16	0	3	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	40	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	972	1063	-	-	1602	-
Stage 1	1007	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	970	1063	-	-	1602	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1030	1602	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	38	0	0	16
Future Vol, veh/h	0	0	38	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	41	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	41	0	0	41	0
Stage 1	41	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	1030	-	-	1568	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1030	-	-	1568	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1568	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	0	3	0	0	0	6	0	0
Future Vol, veh/h	0	0	0	4	0	3	0	0	0	6	0	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	0	0	4	0	3	0	0	0	7	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	16	14	0	14	14	0	0	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	2	0	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	999	880	-	1002	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	1	0	3	1	
Stage 1	-	-	-	-	1	-	
Stage 2	-	-	-	-	2	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1622	-	1019	1084	
Stage 1	-	-	-	-	1022	-	
Stage 2	-	-	-	-	1021	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1622	-	1018	1084	
Mov Cap-2 Maneuver	-	-	-	-	1018	-	
Stage 1	-	-	-	-	1021	-	
Stage 2	-	-	-	-	1021	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	0	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	62	0	0	66
Future Vol, veh/h	0	0	62	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	67	0	0	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	67	0	0	67	0
Stage 1	67	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	997	-	-	1535	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	997	-	-	1535	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1535	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	9	74	29	75	106
Future Vol, veh/h	5	9	74	29	75	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	80	32	82	115

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	359	80	0	0	80	0
Stage 1	80	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	640	980	-	-	1518	-
Stage 1	943	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	605	980	-	-	1518	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	605	980	1518	-
HCM Lane V/C Ratio	-	-	0.009	0.01	0.054	-
HCM Control Delay (s)	-	-	11	8.7	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.2	-

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	123	51	14	107	82	40	114	33	79	77	92
Future Vol, veh/h	60	123	51	14	107	82	40	114	33	79	77	92
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	134	55	15	116	89	43	124	36	86	84	100

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	569	466	84	583	566	124	184	0	-	124	0	0
Stage 1	256	256	-	210	210	-	-	-	-	-	-	-
Stage 2	313	210	-	373	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	433	494	975	424	434	927	1391	-	0	1463	-	-
Stage 1	749	696	-	792	728	-	-	-	0	-	-	-
Stage 2	698	728	-	648	629	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	283	451	975	289	396	927	1391	-	-	1463	-	-
Mov Cap-2 Maneuver	283	451	-	289	396	-	-	-	-	-	-	-
Stage 1	726	655	-	767	705	-	-	-	-	-	-	-
Stage 2	511	705	-	458	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	17.8	2	2.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	378	975	499	1463	-	-
HCM Lane V/C Ratio	0.031	-	0.526	0.057	0.442	0.059	-	-
HCM Control Delay (s)	7.7	-	24.6	8.9	17.8	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	0.2	2.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	81	81	2	135	0	33	3	0	1	0	2
Future Vol, veh/h	1	81	81	2	135	0	33	3	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	88	88	2	147	0	36	3	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	176	0	0	242	241	88	287	329	147
Stage 1	-	-	-	-	-	-	90	90	-	151	151	-
Stage 2	-	-	-	-	-	-	152	151	-	136	178	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1400	-	-	712	660	970	665	590	900
Stage 1	-	-	-	-	-	-	917	820	-	851	772	-
Stage 2	-	-	-	-	-	-	850	772	-	867	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1400	-	-	708	658	970	661	588	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	708	658	-	661	588	-
Stage 1	-	-	-	-	-	-	916	819	-	850	770	-
Stage 2	-	-	-	-	-	-	846	770	-	863	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.4	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	704	1435	-	-	1400	-	-	803
HCM Lane V/C Ratio	0.056	0.001	-	-	0.002	-	-	0.004
HCM Control Delay (s)	10.4	7.5	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	31	0	6
Future Vol, veh/h	47	1	0	31	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	1	0	34	0	7

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	0	0	52	0	86	52			
Stage 1	-	-	-	-	52	-			
Stage 2	-	-	-	-	34	-			
Critical Hdwy	-	-	4.12	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	-	-	2.218	-	3.518	3.318			
Pot Cap-1 Maneuver	-	-	1554	-	915	1016			
Stage 1	-	-	-	-	970	-			
Stage 2	-	-	-	-	988	-			
Platoon blocked, %	-	-		-					
Mov Cap-1 Maneuver	-	-	1554	-	915	1016			
Mov Cap-2 Maneuver	-	-	-	-	915	-			
Stage 1	-	-	-	-	970	-			
Stage 2	-	-	-	-	988	-			

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1554	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	63	66	6
Future Vol, veh/h	7	0	0	63	66	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	68	72	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	144	76	79	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	849	985	1519	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	849	985	1519	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	955	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1519	-	849	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	92	37	1	0	0
Future Vol, veh/h	0	92	37	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	100	40	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	141	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1568	-	-	-	852	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	852	1030
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	67	9	3	11	0	9	0	9	0	0	0
Future Vol, veh/h	0	67	9	3	11	0	9	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	73	10	3	12	0	10	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	83	0	0	96	96	78	101	101	12
Stage 1	-	-	-	-	-	-	78	78	-	18	18	-
Stage 2	-	-	-	-	-	-	18	18	-	83	83	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1514	-	-	887	794	983	880	789	1069
Stage 1	-	-	-	-	-	-	931	830	-	1001	880	-
Stage 2	-	-	-	-	-	-	1001	880	-	925	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1514	-	-	885	792	983	870	787	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	885	792	-	870	787	-
Stage 1	-	-	-	-	-	-	931	830	-	1001	878	-
Stage 2	-	-	-	-	-	-	999	878	-	916	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.6	9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	931	1607	-	-	1514	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-	0.002	-	-	-
HCM Control Delay (s)	9	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	0	0	20	0	0
Future Vol, veh/h	68	0	0	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	0	0	22	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	96	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1526	-	903	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	903	988
Mov Cap-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	1001	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1526	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	30	11	0	1	3
Future Vol, veh/h	11	30	11	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	33	12	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	69	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1607	-	-	-	936	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	929	1069
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1030
HCM Lane V/C Ratio	0.007	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	4	0	17	0	0
Future Vol, veh/h	23	4	0	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	4	0	18	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	45	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	965	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	965	1048
Mov Cap-2 Maneuver	-	-	-	-	965	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1005	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1584	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	18
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	18
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	0	0	0	0	0	0	0	0	0	0	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	10	10	10	10	20	0	20	0	0	0	0	0
Stage 1	10	10	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	10	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1008	885	1071	1008	874	-	1596	-	-	-	-	-
Stage 1	1011	887	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1011	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	885	1071	1008	874	-	1596	-	-	-	-	-
Mov Cap-2 Maneuver	-	885	-	1008	874	-	-	-	-	-	-	-
Stage 1	1011	887	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1011	879	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	10	6	10	6	0
Future Vol, veh/h	31	10	6	10	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	11	7	11	7	0

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	45	0	65	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	941	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	936	1031
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	936	-	-	1563	-
HCM Lane V/C Ratio	0.007	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	8	1	2	7
Future Vol, veh/h	2	1	8	1	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	9	1	2	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	994	1071	-	-	1610	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1610	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	33	0	0	67
Future Vol, veh/h	0	0	33	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	36	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	888	1037	-	-	1575	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1575	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	9	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	0	0	9	0	0	0	4	0	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	0	0	0	0	10	0	0	0	4	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	13	8	0	8	8	0	0	0	0	0	0	0
Stage 1	8	8	-	0	0	-	-	-	-	-	-	-
Stage 2	5	0	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1004	887	-	1011	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	1013	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	1013	889	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	67	0	0	60
Future Vol, veh/h	0	7	67	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	73	0	0	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	138	73	0	0	73	0
Stage 1	73	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	855	989	-	-	1527	-
Stage 1	950	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	855	989	-	-	1527	-
Mov Cap-2 Maneuver	855	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	1527	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	57	139	8	12	97
Future Vol, veh/h	12	57	139	8	12	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	62	151	9	13	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	282	151	0	0	151	0
Stage 1	151	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	708	895	-	-	1430	-
Stage 1	877	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	895	-	-	1430	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	702	895	1430	-
HCM Lane V/C Ratio	-	-	0.019	0.069	0.009	-
HCM Control Delay (s)	-	-	10.2	9.3	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0	-

Intersection	
Int Delay, s/veh	12.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	85	25	18	170	104	59	125	30	41	130	65
Future Vol, veh/h	38	85	25	18	170	104	59	125	30	41	130	65
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	92	27	20	185	113	64	136	33	45	141	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	644	495	141	577	566	136	212	0	-	136	0	0
Stage 1	231	231	-	264	264	-	-	-	-	-	-	-
Stage 2	413	264	-	313	302	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	476	907	428	434	913	1358	-	0	1448	-	-
Stage 1	772	713	-	741	690	-	-	-	0	-	-	-
Stage 2	616	690	-	698	664	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	205	439	907	328	401	913	1358	-	-	1448	-	-
Mov Cap-2 Maneuver	205	439	-	328	401	-	-	-	-	-	-	-
Stage 1	736	691	-	706	658	-	-	-	-	-	-	-
Stage 2	370	658	-	568	643	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	24.6	2.5	1.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1358	-	325	907	493	1448	-	-
HCM Lane V/C Ratio	0.047	-	0.411	0.03	0.644	0.031	-	-
HCM Control Delay (s)	7.8	-	23.6	9.1	24.6	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	0.1	4.5	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	114	38	1	147	0	76	1	2	0	1	2
Future Vol, veh/h	3	114	38	1	147	0	76	1	2	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	124	41	1	160	0	83	1	2	0	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	165	0	0	294	292	124	314	333	160
Stage 1	-	-	-	-	-	-	130	130	-	162	162	-
Stage 2	-	-	-	-	-	-	164	162	-	152	171	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1413	-	-	658	619	927	639	587	885
Stage 1	-	-	-	-	-	-	874	789	-	840	764	-
Stage 2	-	-	-	-	-	-	838	764	-	850	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1419	-	-	1413	-	-	654	617	927	635	585	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	654	617	-	635	585	-
Stage 1	-	-	-	-	-	-	872	787	-	838	763	-
Stage 2	-	-	-	-	-	-	834	763	-	845	755	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	11.3	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	658	1419	-	-	1413	-	-	756
HCM Lane V/C Ratio	0.131	0.002	-	-	0.001	-	-	0.004
HCM Control Delay (s)	11.3	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	1	5	85	1	0
Future Vol, veh/h	27	1	5	85	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	1	5	92	1	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	30	0	132	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1583	-	862	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	859	1044
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	859	-	-	1583	-
HCM Lane V/C Ratio	0.001	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	0	74	52	0
Future Vol, veh/h	4	7	0	74	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	0	80	57	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	137	57	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	856	1009	1547	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	856	1009	1547	-	-	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	943	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	947	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	120	0	0	0
Future Vol, veh/h	0	35	120	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	130	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	168	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1455	-	-	-	822	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	822	920
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	984	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1455	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	22	10	0	89	0	24	0	2	0	0	0
Future Vol, veh/h	0	22	10	0	89	0	24	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	11	0	97	0	26	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	35	0	0	127	127	30	128	132	97
Stage 1	-	-	-	-	-	-	30	30	-	97	97	-
Stage 2	-	-	-	-	-	-	97	97	-	31	35	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1496	-	-	1576	-	-	846	764	1044	845	759	959
Stage 1	-	-	-	-	-	-	987	870	-	910	815	-
Stage 2	-	-	-	-	-	-	910	815	-	986	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1496	-	-	1576	-	-	846	764	1044	843	759	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	846	764	-	843	759	-
Stage 1	-	-	-	-	-	-	987	870	-	910	815	-
Stage 2	-	-	-	-	-	-	910	815	-	984	866	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	859	1496	-	-	1576	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-	-	-	-	-
HCM Control Delay (s)	9.3	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	89	0	0
Future Vol, veh/h	30	0	0	89	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	0	0	97	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	130	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	864	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	864	1041
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1579	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	27	70	0	1	3
Future Vol, veh/h	1	27	70	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	29	76	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	107	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	891	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	890	985
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	959
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	59	4	0
Future Vol, veh/h	31	0	0	59	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	0	0	64	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	98	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1578	-	901	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	901	1039
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	959	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1578	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	2	0	0	0	0	25
Future Vol, veh/h	0	0	0	0	0	0	2	0	0	0	0	25
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	0	0	0	0	0	2	0	0	0	0	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	18	14	18	31	0	27	0	0	0	0	0
Stage 1	14	14	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	14	27	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	876	1066	996	862	-	1587	-	-	-	-	-
Stage 1	1006	884	-	1018	892	-	-	-	-	-	-	-
Stage 2	1018	892	-	1006	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	875	1066	995	861	-	1587	-	-	-	-	-
Mov Cap-2 Maneuver	-	875	-	995	861	-	-	-	-	-	-	-
Stage 1	1005	884	-	1017	891	-	-	-	-	-	-	-
Stage 2	1017	891	-	1006	873	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	7.3	0	-	0	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	11	8	57	21	1
Future Vol, veh/h	24	11	8	57	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	12	9	62	23	1

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	38	0	112	32	
Stage 1	-	-	-	-	32	-	
Stage 2	-	-	-	-	80	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1572	-	885	1042	
Stage 1	-	-	-	-	991	-	
Stage 2	-	-	-	-	943	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1572	-	880	1042	
Mov Cap-2 Maneuver	-	-	-	-	880	-	
Stage 1	-	-	-	-	985	-	
Stage 2	-	-	-	-	943	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1572	-
HCM Lane V/C Ratio	0.027	-	-	0.006	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	15	0	3	17
Future Vol, veh/h	1	2	15	0	3	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	16	0	3	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	40	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	972	1063	-	-	1602	-
Stage 1	1007	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	970	1063	-	-	1602	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1030	1602	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	38	0	0	16
Future Vol, veh/h	0	0	38	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	41	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	41	0	0	41	0
Stage 1	41	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	1030	-	-	1568	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1030	-	-	1568	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1568	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	0	3	0	0	0	6	0	0
Future Vol, veh/h	0	0	0	4	0	3	0	0	0	6	0	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	0	0	4	0	3	0	0	0	7	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	16	14	0	14	14	0	0	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	2	0	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	999	880	-	1002	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	1	0	3	1	
Stage 1	-	-	-	-	1	-	
Stage 2	-	-	-	-	2	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1622	-	1019	1084	
Stage 1	-	-	-	-	1022	-	
Stage 2	-	-	-	-	1021	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1622	-	1018	1084	
Mov Cap-2 Maneuver	-	-	-	-	1018	-	
Stage 1	-	-	-	-	1021	-	
Stage 2	-	-	-	-	1021	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	0	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	62	0	0	66
Future Vol, veh/h	0	0	62	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	67	0	0	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	67	0	0	67	0
Stage 1	67	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	997	-	-	1535	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	997	-	-	1535	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1535	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	9	74	29	75	106
Future Vol, veh/h	5	9	74	29	75	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	80	32	82	115

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	359	80	0	0	80	0
Stage 1	80	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	640	980	-	-	1518	-
Stage 1	943	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	605	980	-	-	1518	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	605	980	1518	-
HCM Lane V/C Ratio	-	-	0.009	0.01	0.054	-
HCM Control Delay (s)	-	-	11	8.7	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.2	-

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	123	51	14	107	82	40	114	33	79	77	92
Future Vol, veh/h	60	123	51	14	107	82	40	114	33	79	77	92
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	134	55	15	116	89	43	124	36	86	84	100

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	569	466	84	583	566	124	184	0	-	124	0	0
Stage 1	256	256	-	210	210	-	-	-	-	-	-	-
Stage 2	313	210	-	373	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	433	494	975	424	434	927	1391	-	0	1463	-	-
Stage 1	749	696	-	792	728	-	-	-	0	-	-	-
Stage 2	698	728	-	648	629	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	283	451	975	289	396	927	1391	-	-	1463	-	-
Mov Cap-2 Maneuver	283	451	-	289	396	-	-	-	-	-	-	-
Stage 1	726	655	-	767	705	-	-	-	-	-	-	-
Stage 2	511	705	-	458	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	17.8	2	2.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	378	975	499	1463	-	-
HCM Lane V/C Ratio	0.031	-	0.526	0.057	0.442	0.059	-	-
HCM Control Delay (s)	7.7	-	24.6	8.9	17.8	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	0.2	2.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	81	81	2	135	0	33	3	0	1	0	2
Future Vol, veh/h	1	81	81	2	135	0	33	3	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	88	88	2	147	0	36	3	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	176	0	0	242	241	88	287	329	147
Stage 1	-	-	-	-	-	-	90	90	-	151	151	-
Stage 2	-	-	-	-	-	-	152	151	-	136	178	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1400	-	-	712	660	970	665	590	900
Stage 1	-	-	-	-	-	-	917	820	-	851	772	-
Stage 2	-	-	-	-	-	-	850	772	-	867	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1400	-	-	708	658	970	661	588	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	708	658	-	661	588	-
Stage 1	-	-	-	-	-	-	916	819	-	850	770	-
Stage 2	-	-	-	-	-	-	846	770	-	863	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.4	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	704	1435	-	-	1400	-	-	803
HCM Lane V/C Ratio	0.056	0.001	-	-	0.002	-	-	0.004
HCM Control Delay (s)	10.4	7.5	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	10	3	22	9	15
Future Vol, veh/h	38	10	3	22	9	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	11	3	24	10	16

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	52	0	77	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1554	-	926	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1554	-	924	1022
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	983	-	-	1554	-
HCM Lane V/C Ratio	0.027	-	-	0.002	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	63	66	6
Future Vol, veh/h	7	0	0	63	66	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	68	72	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	144	76	79	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	849	985	1519	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	849	985	1519	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	955	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1519	-	849	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	92	31	1	0	0
Future Vol, veh/h	0	92	31	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	100	34	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	35	0	-	0	135	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1576	-	-	-	859	1038
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1576	-	-	-	859	1038
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1576	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	76	0	0	14	0	0	0	0	0	0	0
Future Vol, veh/h	0	76	0	0	14	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	83	0	0	15	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	83	0	0	98	98	83	98	98	15
Stage 1	-	-	-	-	-	-	83	83	-	15	15	-
Stage 2	-	-	-	-	-	-	15	15	-	83	83	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	1514	-	-	884	792	976	884	792	1065
Stage 1	-	-	-	-	-	-	925	826	-	1005	883	-
Stage 2	-	-	-	-	-	-	1005	883	-	925	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1514	-	-	884	792	976	884	792	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	884	792	-	884	792	-
Stage 1	-	-	-	-	-	-	925	826	-	1005	883	-
Stage 2	-	-	-	-	-	-	1005	883	-	925	826	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1603	-	-	1514	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	0	0	20	0	0
Future Vol, veh/h	68	0	0	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	0	0	22	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	96	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1526	-	903	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	903	988
Mov Cap-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	1001	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1526	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	30	11	0	1	3
Future Vol, veh/h	11	30	11	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	33	12	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	69	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1607	-	-	-	936	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	929	1069
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1030
HCM Lane V/C Ratio	0.007	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	4	0	17	0	0
Future Vol, veh/h	23	4	0	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	4	0	18	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	45	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	965	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	965	1048
Mov Cap-2 Maneuver	-	-	-	-	965	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1005	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1584	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	10	6	10	6	0
Future Vol, veh/h	31	10	6	10	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	11	7	11	7	0

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	45	0	65	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	941	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	936	1031
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	936	-	-	1563	-
HCM Lane V/C Ratio	0.007	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	8	1	2	7
Future Vol, veh/h	2	1	8	1	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	9	1	2	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	994	1071	-	-	1610	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1610	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	33	0	0	67
Future Vol, veh/h	0	0	33	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	36	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	888	1037	-	-	1575	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1575	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	9	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	0	0	9	0	0	0	4	0	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	0	0	0	0	10	0	0	0	4	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	13	8	0	8	8	0	0	0	0	0	0	0
Stage 1	8	8	-	0	0	-	-	-	-	-	-	-
Stage 2	5	0	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1004	887	-	1011	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	1013	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	1013	889	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	67	0	0	60
Future Vol, veh/h	0	7	67	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	73	0	0	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	138	73	0	0	73	0
Stage 1	73	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	855	989	-	-	1527	-
Stage 1	950	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	855	989	-	-	1527	-
Mov Cap-2 Maneuver	855	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	1527	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	57	139	8	12	97
Future Vol, veh/h	12	57	139	8	12	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	62	151	9	13	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	282	151	0	0	151	0
Stage 1	151	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	708	895	-	-	1430	-
Stage 1	877	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	895	-	-	1430	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	702	895	1430	-
HCM Lane V/C Ratio	-	-	0.019	0.069	0.009	-
HCM Control Delay (s)	-	-	10.2	9.3	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0	-

Intersection	
Int Delay, s/veh	12.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	85	25	18	170	104	59	125	30	41	130	65
Future Vol, veh/h	38	85	25	18	170	104	59	125	30	41	130	65
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	92	27	20	185	113	64	136	33	45	141	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	644	495	141	577	566	136	212	0	-	136	0	0
Stage 1	231	231	-	264	264	-	-	-	-	-	-	-
Stage 2	413	264	-	313	302	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	476	907	428	434	913	1358	-	0	1448	-	-
Stage 1	772	713	-	741	690	-	-	-	0	-	-	-
Stage 2	616	690	-	698	664	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	205	439	907	328	401	913	1358	-	-	1448	-	-
Mov Cap-2 Maneuver	205	439	-	328	401	-	-	-	-	-	-	-
Stage 1	736	691	-	706	658	-	-	-	-	-	-	-
Stage 2	370	658	-	568	643	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	24.6	2.5	1.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1358	-	325	907	493	1448	-	-
HCM Lane V/C Ratio	0.047	-	0.411	0.03	0.644	0.031	-	-
HCM Control Delay (s)	7.8	-	23.6	9.1	24.6	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	0.1	4.5	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	114	38	1	147	0	76	1	2	0	1	2
Future Vol, veh/h	3	114	38	1	147	0	76	1	2	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	124	41	1	160	0	83	1	2	0	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	165	0	0	294	292	124	314	333	160
Stage 1	-	-	-	-	-	-	130	130	-	162	162	-
Stage 2	-	-	-	-	-	-	164	162	-	152	171	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1413	-	-	658	619	927	639	587	885
Stage 1	-	-	-	-	-	-	874	789	-	840	764	-
Stage 2	-	-	-	-	-	-	838	764	-	850	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1419	-	-	1413	-	-	654	617	927	635	585	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	654	617	-	635	585	-
Stage 1	-	-	-	-	-	-	872	787	-	838	763	-
Stage 2	-	-	-	-	-	-	834	763	-	845	755	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	11.3	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	658	1419	-	-	1413	-	-	756
HCM Lane V/C Ratio	0.131	0.002	-	-	0.001	-	-	0.004
HCM Control Delay (s)	11.3	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	11	5	61	25	2
Future Vol, veh/h	17	11	5	61	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	12	5	66	27	2

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	0	0	30	0	100	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1583	-	899	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	896	1052
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1583	-
HCM Lane V/C Ratio	0.032	-	-	0.003	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	0	74	52	0
Future Vol, veh/h	4	7	0	74	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	0	80	57	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	137	57	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	856	1009	1547	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	856	1009	1547	-	-	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	943	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	947	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	96	0	0	0
Future Vol, veh/h	0	27	96	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	104	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	104	0	-	0	133	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1488	-	-	-	861	951
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1488	-	-	-	861	951
Mov Cap-2 Maneuver	-	-	-	-	861	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	994	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1488	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	24	0	0	89	0	0	0	0	0	0	0
Future Vol, veh/h	0	24	0	0	89	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	0	0	97	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	26	0	0	123	123	26	123	123	97
Stage 1	-	-	-	-	-	-	26	26	-	97	97	-
Stage 2	-	-	-	-	-	-	97	97	-	26	26	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1496	-	-	1588	-	-	852	767	1050	852	767	959
Stage 1	-	-	-	-	-	-	992	874	-	910	815	-
Stage 2	-	-	-	-	-	-	910	815	-	992	874	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1496	-	-	1588	-	-	852	767	1050	852	767	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	852	767	-	852	767	-
Stage 1	-	-	-	-	-	-	992	874	-	910	815	-
Stage 2	-	-	-	-	-	-	910	815	-	992	874	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1496	-	-	1588	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	89	0	0
Future Vol, veh/h	30	0	0	89	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	0	0	97	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	130	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	864	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	864	1041
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1579	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	27	70	0	1	3
Future Vol, veh/h	1	27	70	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	29	76	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	107	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	891	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	890	985
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	959
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	59	4	0
Future Vol, veh/h	31	0	0	59	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	0	0	64	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	98	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1578	-	901	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	901	1039
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	959	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1578	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	1	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	1	0	0	0	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	0	0	0	0	0	0	1	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2	2	1	2	2	1	1	0	0	1	0	0
Stage 1	1	1	-	1	1	-	-	-	-	-	-	-
Stage 2	1	1	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1020	894	1084	1020	894	1084	1622	-	-	1622	-	-
Stage 1	1022	895	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1020	894	1084	1020	894	1084	1622	-	-	1622	-	-
Mov Cap-2 Maneuver	1020	894	-	1020	894	-	-	-	-	-	-	-
Stage 1	1022	895	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	11	8	57	21	1
Future Vol, veh/h	24	11	8	57	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	12	9	62	23	1

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	38	0	112	32	
Stage 1	-	-	-	-	32	-	
Stage 2	-	-	-	-	80	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1572	-	885	1042	
Stage 1	-	-	-	-	991	-	
Stage 2	-	-	-	-	943	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1572	-	880	1042	
Mov Cap-2 Maneuver	-	-	-	-	880	-	
Stage 1	-	-	-	-	985	-	
Stage 2	-	-	-	-	943	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1572	-
HCM Lane V/C Ratio	0.027	-	-	0.006	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	15	0	3	17
Future Vol, veh/h	1	2	15	0	3	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	16	0	3	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	40	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	972	1063	-	-	1602	-
Stage 1	1007	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	970	1063	-	-	1602	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1030	1602	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	38	0	0	16
Future Vol, veh/h	0	0	38	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	41	0	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	41	0	0	41	0
Stage 1	41	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	1030	-	-	1568	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1030	-	-	1568	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1568	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	4	0	3	0	0	0	6	0	0
Future Vol, veh/h	1	0	0	4	0	3	0	0	0	6	0	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	1	0	0	4	0	3	0	0	0	7	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	16	14	0	14	14	0	0	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	2	0	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	999	880	-	1002	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	880	-	-	880	-	-	-	-	-	-	-
Stage 1	1006	884	-	-	-	-	-	-	-	-	-	-
Stage 2	1021	-	-	1006	884	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	1	0	3	1	
Stage 1	-	-	-	-	1	-	
Stage 2	-	-	-	-	2	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1622	-	1019	1084	
Stage 1	-	-	-	-	1022	-	
Stage 2	-	-	-	-	1021	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1622	-	1018	1084	
Mov Cap-2 Maneuver	-	-	-	-	1018	-	
Stage 1	-	-	-	-	1021	-	
Stage 2	-	-	-	-	1021	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	0	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	62	0	0	66
Future Vol, veh/h	0	0	62	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	67	0	0	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	67	0	0	67	0
Stage 1	67	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	997	-	-	1535	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	997	-	-	1535	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1535	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	9	73	29	75	106
Future Vol, veh/h	5	9	73	29	75	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	79	32	82	115

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	358	79	0	0	79	0
Stage 1	79	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	640	981	-	-	1519	-
Stage 1	944	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	605	981	-	-	1519	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	605	981	1519	-
HCM Lane V/C Ratio	-	-	0.009	0.01	0.054	-
HCM Control Delay (s)	-	-	11	8.7	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.2	-

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	123	51	14	107	82	40	113	33	79	77	92
Future Vol, veh/h	60	123	51	14	107	82	40	113	33	79	77	92
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	134	55	15	116	89	43	123	36	86	84	100

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	568	465	84	582	565	123	184	0	-	123	0	0
Stage 1	256	256	-	209	209	-	-	-	-	-	-	-
Stage 2	312	209	-	373	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	495	975	424	434	928	1391	-	0	1464	-	-
Stage 1	749	696	-	793	729	-	-	-	0	-	-	-
Stage 2	699	729	-	648	629	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	284	451	975	289	396	928	1391	-	-	1464	-	-
Mov Cap-2 Maneuver	284	451	-	289	396	-	-	-	-	-	-	-
Stage 1	726	655	-	768	706	-	-	-	-	-	-	-
Stage 2	511	706	-	458	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	17.8	2	2.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	378	975	499	1464	-	-
HCM Lane V/C Ratio	0.031	-	0.526	0.057	0.442	0.059	-	-
HCM Control Delay (s)	7.7	-	24.6	8.9	17.8	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	0.2	2.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	81	81	2	136	0	33	3	0	1	0	2
Future Vol, veh/h	1	81	81	2	136	0	33	3	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	88	88	2	148	0	36	3	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	176	0	0	243	242	88	288	330	148
Stage 1	-	-	-	-	-	-	90	90	-	152	152	-
Stage 2	-	-	-	-	-	-	153	152	-	136	178	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1434	-	-	1400	-	-	711	660	970	664	589	899
Stage 1	-	-	-	-	-	-	917	820	-	850	772	-
Stage 2	-	-	-	-	-	-	849	772	-	867	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1434	-	-	1400	-	-	707	658	970	660	587	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	658	-	660	587	-
Stage 1	-	-	-	-	-	-	916	819	-	849	770	-
Stage 2	-	-	-	-	-	-	845	770	-	863	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.4	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	703	1434	-	-	1400	-	-	802
HCM Lane V/C Ratio	0.056	0.001	-	-	0.002	-	-	0.004
HCM Control Delay (s)	10.4	7.5	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	1	3	32	0	6
Future Vol, veh/h	47	1	3	32	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	1	3	35	0	7

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	52	0	93	52	
Stage 1	-	-	-	-	52	-	
Stage 2	-	-	-	-	41	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1554	-	907	1016	
Stage 1	-	-	-	-	970	-	
Stage 2	-	-	-	-	981	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1554	-	905	1016	
Mov Cap-2 Maneuver	-	-	-	-	905	-	
Stage 1	-	-	-	-	968	-	
Stage 2	-	-	-	-	981	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1554	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	62	66	6
Future Vol, veh/h	7	0	0	62	66	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	67	72	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	143	76	79	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	850	985	1519	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	850	985	1519	-	-	-
Mov Cap-2 Maneuver	850	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	956	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1519	-	850	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	92	38	1	0	0
Future Vol, veh/h	0	92	38	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	100	41	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	142	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1567	-	-	-	851	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	851	1029
Mov Cap-2 Maneuver	-	-	-	-	851	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	76	0	0	21	0	0	0	0	0	0	0
Future Vol, veh/h	0	76	0	0	21	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	83	0	0	23	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	83	0	0	106	106	83	106	106	23
Stage 1	-	-	-	-	-	-	83	83	-	23	23	-
Stage 2	-	-	-	-	-	-	23	23	-	83	83	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1592	-	-	1514	-	-	873	784	976	873	784	1054
Stage 1	-	-	-	-	-	-	925	826	-	995	876	-
Stage 2	-	-	-	-	-	-	995	876	-	925	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1592	-	-	1514	-	-	873	784	976	873	784	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	873	784	-	873	784	-
Stage 1	-	-	-	-	-	-	925	826	-	995	876	-
Stage 2	-	-	-	-	-	-	995	876	-	925	826	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1592	-	-	1514	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	7	5	18	10	8
Future Vol, veh/h	59	7	5	18	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	8	5	20	11	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	98	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	901	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	898	995
Mov Cap-2 Maneuver	-	-	-	-	898	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	939	-	-	1528	-
HCM Lane V/C Ratio	0.021	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	30	12	0	1	3
Future Vol, veh/h	11	30	12	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	33	13	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	13	0	-	0	70	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1606	-	-	-	934	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	927	1067
Mov Cap-2 Maneuver	-	-	-	-	927	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1606	-	-	-	1028
HCM Lane V/C Ratio	0.007	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	4	0	18	0	0
Future Vol, veh/h	23	4	0	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	4	0	20	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	47	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	963	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	963	1048
Mov Cap-2 Maneuver	-	-	-	-	963	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1003	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1584	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	10	0	0	8
Future Vol, veh/h	0	0	10	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	9

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	20	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	997	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1070	-	-	1608	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1608	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	1	0	0	2	0
Future Vol, veh/h	0	0	0	0	0	0	0	1	0	0	2	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	0	0	0	0	0	0	1	0	0	2	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3	3	2	3	3	1	2	0	0	1	0	0
Stage 1	2	2	-	1	1	-	-	-	-	-	-	-
Stage 2	1	1	-	2	2	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1019	893	1082	1019	893	1084	1620	-	-	1622	-	-
Stage 1	1021	894	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1021	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1019	893	1082	1019	893	1084	1620	-	-	1622	-	-
Mov Cap-2 Maneuver	1019	893	-	1019	893	-	-	-	-	-	-	-
Stage 1	1021	894	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1021	894	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	6	4	12	5	0
Future Vol, veh/h	35	6	4	12	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	7	4	13	5	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	45	0	63	42	
Stage 1	-	-	-	-	42	-	
Stage 2	-	-	-	-	21	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1563	-	943	1029	
Stage 1	-	-	-	-	980	-	
Stage 2	-	-	-	-	1002	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1563	-	940	1029	
Mov Cap-2 Maneuver	-	-	-	-	940	-	
Stage 1	-	-	-	-	977	-	
Stage 2	-	-	-	-	1002	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	940	-	-	1563	-
HCM Lane V/C Ratio	0.006	-	-	0.003	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	7	2	2	7
Future Vol, veh/h	2	1	7	2	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	8	2	2	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	21	9	0	0	10	0
Stage 1	9	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	996	1073	-	-	1610	-
Stage 1	1014	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	995	1073	-	-	1610	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1020	1610	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	33	0	0	67
Future Vol, veh/h	0	0	33	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	36	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	888	1037	-	-	1575	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1575	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	1	9	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	0	1	9	0	0	0	4	0	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	0	0	0	1	10	0	0	0	4	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	14	8	0	8	8	0	0	0	0	0	0	0
Stage 1	8	8	-	0	0	-	-	-	-	-	-	-
Stage 2	6	0	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1002	887	-	1011	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1016	-	-	1013	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	887	-	-	887	-	-	-	-	-	-	-
Stage 1	1013	889	-	-	-	-	-	-	-	-	-	-
Stage 2	1016	-	-	1013	889	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	69	0	0	60
Future Vol, veh/h	0	7	69	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	75	0	0	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	140	75	0	0	75	0
Stage 1	75	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	853	986	-	-	1524	-
Stage 1	948	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	853	986	-	-	1524	-
Mov Cap-2 Maneuver	853	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	986	1524	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	57	141	8	12	97
Future Vol, veh/h	12	57	141	8	12	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	62	153	9	13	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	153	0	0	153	0
Stage 1	153	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	706	893	-	-	1428	-
Stage 1	875	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	700	893	-	-	1428	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	700	893	1428	-
HCM Lane V/C Ratio	-	-	0.019	0.069	0.009	-
HCM Control Delay (s)	-	-	10.2	9.3	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0	-

Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	85	25	18	170	104	59	127	30	41	130	65
Future Vol, veh/h	38	85	25	18	170	104	59	127	30	41	130	65
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	-	-	Stop	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	92	27	20	185	113	64	138	33	45	141	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	646	497	141	579	568	138	212	0	-	138	0	0
Stage 1	231	231	-	266	266	-	-	-	-	-	-	-
Stage 2	415	266	-	313	302	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	385	475	907	426	432	910	1358	-	0	1446	-	-
Stage 1	772	713	-	739	689	-	-	-	0	-	-	-
Stage 2	615	689	-	698	664	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	203	438	907	327	399	910	1358	-	-	1446	-	-
Mov Cap-2 Maneuver	203	438	-	327	399	-	-	-	-	-	-	-
Stage 1	736	691	-	704	657	-	-	-	-	-	-	-
Stage 2	369	657	-	568	643	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.3	24.9	2.5	1.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1358	-	323	907	490	1446	-	-
HCM Lane V/C Ratio	0.047	-	0.414	0.03	0.648	0.031	-	-
HCM Control Delay (s)	7.8	-	23.8	9.1	24.9	7.6	-	-
HCM Lane LOS	A	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2	0.1	4.6	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	114	38	3	147	0	76	1	2	0	1	2
Future Vol, veh/h	3	114	38	3	147	0	76	1	2	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	124	41	3	160	0	83	1	2	0	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	165	0	0	298	296	124	318	337	160
Stage 1	-	-	-	-	-	-	130	130	-	166	166	-
Stage 2	-	-	-	-	-	-	168	166	-	152	171	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1413	-	-	654	616	927	635	584	885
Stage 1	-	-	-	-	-	-	874	789	-	836	761	-
Stage 2	-	-	-	-	-	-	834	761	-	850	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1419	-	-	1413	-	-	649	614	927	631	582	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	649	614	-	631	582	-
Stage 1	-	-	-	-	-	-	872	787	-	834	759	-
Stage 2	-	-	-	-	-	-	829	759	-	845	755	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	11.3	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	653	1419	-	-	1413	-	-	754
HCM Lane V/C Ratio	0.132	0.002	-	-	0.002	-	-	0.004
HCM Control Delay (s)	11.3	7.5	0	-	7.6	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	1	5	87	1	0
Future Vol, veh/h	27	1	5	87	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	1	5	95	1	0

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	30	0	135	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1583	-	859	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	856	1044
Mov Cap-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	919	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	856	-	-	1583	-
HCM Lane V/C Ratio	0.001	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	0	76	52	0
Future Vol, veh/h	4	7	0	76	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	0	83	57	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	140	57	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	853	1009	1547	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	853	1009	1547	-	-	-
Mov Cap-2 Maneuver	853	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	940	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	946	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	122	0	0	0
Future Vol, veh/h	0	35	122	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	133	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	133	0	-	0	171	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1452	-	-	-	819	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1452	-	-	-	819	916
Mov Cap-2 Maneuver	-	-	-	-	819	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	984	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1452	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	32	0	0	115	0	0	0	0	0	0	0
Future Vol, veh/h	0	32	0	0	115	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	0	125	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	35	0	0	160	160	35	160	160	125
Stage 1	-	-	-	-	-	-	35	35	-	125	125	-
Stage 2	-	-	-	-	-	-	125	125	-	35	35	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1462	-	-	1576	-	-	806	732	1038	806	732	926
Stage 1	-	-	-	-	-	-	981	866	-	879	792	-
Stage 2	-	-	-	-	-	-	879	792	-	981	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1462	-	-	1576	-	-	806	732	1038	806	732	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	732	-	806	732	-
Stage 1	-	-	-	-	-	-	981	866	-	879	792	-
Stage 2	-	-	-	-	-	-	879	792	-	981	866	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1462	-	-	1576	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	9	2	92	23	1
Future Vol, veh/h	28	9	2	92	23	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	10	2	100	25	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	139	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	854	1038
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	853	1038
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	859	-	-	1570	-
HCM Lane V/C Ratio	0.03	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	27	75	0	1	3
Future Vol, veh/h	1	27	75	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	29	82	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	113	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1515	-	-	-	884	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1515	-	-	-	883	978
Mov Cap-2 Maneuver	-	-	-	-	883	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1515	-	-	-	952
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	64	4	0
Future Vol, veh/h	31	0	0	64	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	0	0	70	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	104	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1578	-	894	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	894	1039
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	953	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	894	-	-	1578	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	24	0	0	4
Future Vol, veh/h	0	0	24	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	0	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	30	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	984	1050	-	-	1588	-
Stage 1	997	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	984	1050	-	-	1588	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1588	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	1	0	0	2	0
Future Vol, veh/h	0	0	0	0	0	0	0	1	0	0	2	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	0	0	0	0	0	0	1	0	0	2	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3	3	2	3	3	1	2	0	0	1	0	0
Stage 1	2	2	-	1	1	-	-	-	-	-	-	-
Stage 2	1	1	-	2	2	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1019	893	1082	1019	893	1084	1620	-	-	1622	-	-
Stage 1	1021	894	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1021	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1019	893	1082	1019	893	1084	1620	-	-	1622	-	-
Mov Cap-2 Maneuver	1019	893	-	1019	893	-	-	-	-	-	-	-
Stage 1	1021	894	-	1022	895	-	-	-	-	-	-	-
Stage 2	1022	895	-	1021	894	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	8	3	62	21	1
Future Vol, veh/h	27	8	3	62	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	9	3	67	23	1

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	38	0	107	34	
Stage 1	-	-	-	-	34	-	
Stage 2	-	-	-	-	73	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1572	-	891	1039	
Stage 1	-	-	-	-	988	-	
Stage 2	-	-	-	-	950	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1572	-	889	1039	
Mov Cap-2 Maneuver	-	-	-	-	889	-	
Stage 1	-	-	-	-	986	-	
Stage 2	-	-	-	-	950	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	895	-	-	1572	-
HCM Lane V/C Ratio	0.027	-	-	0.002	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	13	2	3	17
Future Vol, veh/h	1	2	13	2	3	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	14	2	3	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	39	15	0	0	16	0
Stage 1	15	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	973	1065	-	-	1602	-
Stage 1	1008	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1065	-	-	1602	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1032	1602	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Appendix D

Roadway Worksheets

This page intentionally left blank.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 162 veh/h
Opposing direction volume, Vo 169 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	191	pc/h	198	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.1	mi/h
Percent Free Flow Speed, PFFS	90.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	185	pc/h	193	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.1	%		
Adjustment for no-passing zones, fnp	39.3			
Percent time-spent-following, PTSFd	39.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	146	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.1	mi/h
Percent time-spent-following, PTSFd (from above)	39.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	184.1
Effective width of outside lane, We	24.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.93
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 155 veh/h
Opposing direction volume, Vo 221 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.977	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	183	pc/h	257	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.7	mi/h
Percent Free Flow Speed, PFFS	90.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	177	pc/h	253	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.6	%		
Adjustment for no-passing zones, fnp	36.8			
Percent time-spent-following, PTSFd	35.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	40	veh-mi
Peak-hour vehicle-miles of travel, VMT60	139	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1661	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1661	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.7	mi/h
Percent time-spent-following, PTSFd (from above)	35.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	176.1
Effective width of outside lane, We	28.05
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.85
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 169 veh/h
Opposing direction volume, Vo 175 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	198	pc/h	205	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.0	mi/h
Percent Free Flow Speed, PFFS	90.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	193	pc/h	200	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.9	%		
Adjustment for no-passing zones, fnp	40.2			
Percent time-spent-following, PTSFd	40.6	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	43	veh-mi
Peak-hour vehicle-miles of travel, VMT60	152	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.0	mi/h
Percent time-spent-following, PTSFd (from above)	40.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	192.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.95
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 160 veh/h
Opposing direction volume, Vo 233 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.977	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	188	pc/h	271	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.5	mi/h
Percent Free Flow Speed, PFFS	89.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	183	pc/h	266	pc/h
Base percent time-spent-following,(note-4) BPTSFd	21.9	%		
Adjustment for no-passing zones, fnp	36.6			
Percent time-spent-following, PTSFd	36.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	144	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1661	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1661	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.5	mi/h
Percent time-spent-following, PTSFd (from above)	36.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	181.8
Effective width of outside lane, We	27.60
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.00
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 167 veh/h
Opposing direction volume, Vo 172 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	195	pc/h	201	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.0	mi/h
Percent Free Flow Speed, PFFS	90.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	191	pc/h	197	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.7	%		
Adjustment for no-passing zones, fnp	40.0			
Percent time-spent-following, PTSFd	40.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	43	veh-mi
Peak-hour vehicle-miles of travel, VMT60	150	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.0	mi/h
Percent time-spent-following, PTSFd (from above)	40.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	189.8
Effective width of outside lane, We	24.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.95
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 157 veh/h
Opposing direction volume, Vo 229 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.977	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	185	pc/h	266	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.6	mi/h
Percent Free Flow Speed, PFFS	89.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	179	pc/h	262	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.5	%		
Adjustment for no-passing zones, fnp	36.5			
Percent time-spent-following, PTSFd	35.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	40	veh-mi
Peak-hour vehicle-miles of travel, VMT60	141	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1661	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1661	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.6	mi/h
Percent time-spent-following, PTSFd (from above)	35.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	178.4
Effective width of outside lane, We	27.87
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.91
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 160 veh/h
Opposing direction volume, Vo 175 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	188	pc/h	205	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.1	mi/h
Percent Free Flow Speed, PFFS	90.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	183	pc/h	200	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.0	%		
Adjustment for no-passing zones, fnp	39.0			
Percent time-spent-following, PTSFd	38.6	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	144	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.1	mi/h
Percent time-spent-following, PTSFd (from above)	38.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	181.8
Effective width of outside lane, We	27.60
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.00
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 150 veh/h
Opposing direction volume, Vo 233 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.977	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	177	pc/h	271	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.6	mi/h
Percent Free Flow Speed, PFFS	89.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	171	pc/h	266	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.7	%		
Adjustment for no-passing zones, fnp	35.8			
Percent time-spent-following, PTSFd	34.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	38	veh-mi
Peak-hour vehicle-miles of travel, VMT60	135	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1661	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1661	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.6	mi/h
Percent time-spent-following, PTSFd (from above)	34.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	170.5
Effective width of outside lane, We	28.50
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.71
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 169 veh/h
Opposing direction volume, Vo 175 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	198	pc/h	205	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.0	mi/h
Percent Free Flow Speed, PFFS	90.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	193	pc/h	200	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.9	%		
Adjustment for no-passing zones, fnp	40.2			
Percent time-spent-following, PTSFd	40.6	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	43	veh-mi
Peak-hour vehicle-miles of travel, VMT60	152	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.0	mi/h
Percent time-spent-following, PTSFd (from above)	40.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	192.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.95
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 160 veh/h
Opposing direction volume, Vo 233 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.977	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	188	pc/h	271	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.5	mi/h
Percent Free Flow Speed, PFFS	89.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	183	pc/h	266	pc/h
Base percent time-spent-following,(note-4) BPTSFd	21.9	%		
Adjustment for no-passing zones, fnp	36.6			
Percent time-spent-following, PTSFd	36.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	144	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1661	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1661	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.5	mi/h
Percent time-spent-following, PTSFd (from above)	36.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	181.8
Effective width of outside lane, We	27.60
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.00
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 169 veh/h
Opposing direction volume, Vo 175 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	198	pc/h	205	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.0	mi/h
Percent Free Flow Speed, PFFS	90.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	193	pc/h	200	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.9	%		
Adjustment for no-passing zones, fnp	40.2			
Percent time-spent-following, PTSFd	40.6	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	43	veh-mi
Peak-hour vehicle-miles of travel, VMT60	152	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.0	mi/h
Percent time-spent-following, PTSFd (from above)	40.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	192.0
Effective width of outside lane, We	24.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.95
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 160 veh/h
Opposing direction volume, Vo 233 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.4	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.977	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	188	pc/h	271	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.5	mi/h
Percent Free Flow Speed, PFFS	89.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	183	pc/h	266	pc/h
Base percent time-spent-following,(note-4) BPTSFd	21.9	%		
Adjustment for no-passing zones, fnp	36.6			
Percent time-spent-following, PTSFd	36.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	144	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1661	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1661	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.5	mi/h
Percent time-spent-following, PTSFd (from above)	36.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	181.8
Effective width of outside lane, We	27.60
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.00
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Rd
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 163 veh/h
Opposing direction volume, Vo 171 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	191	pc/h	201	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	39.1	mi/h
Percent Free Flow Speed, PFFS	90.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	186 pc/h	195 pc/h

Base percent time-spent-following,(note-4) BPTSFd	20.2	%
Adjustment for no-passing zones, fnp	39.4	
Percent time-spent-following, PTSFd	39.4	%

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	42	veh-mi
Peak-hour vehicle-miles of travel, VMT60	147	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.1	mi/h
Percent time-spent-following, PTSFd (from above)	39.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	185.2
Effective width of outside lane, We	24.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.93
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	1 - US 50
From/To	West of Crook Rd
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 155 veh/h
Opposing direction volume, Vo 225 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	181	pc/h	265	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.6	mi/h
Percent Free Flow Speed, PFFS	89.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	177 pc/h	257 pc/h

Base percent time-spent-following,(note-4) BPTSFd	20.5	%
Adjustment for no-passing zones, fnp	36.6	
Percent time-spent-following, PTSFd	35.4	%

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	40	veh-mi
Peak-hour vehicle-miles of travel, VMT60	139	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1661	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1661	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.6	mi/h
Percent time-spent-following, PTSFd (from above)	35.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	176.1
Effective width of outside lane, We	28.05
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.85
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 46 veh/h
Opposing direction volume, Vo 29 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	55	pc/h	35	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.2	mi/h
Percent Free Flow Speed, PFFS	97.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	53	pc/h	33	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.4	%
Adjustment for no-passing zones, fnp	30.3	
Percent time-spent-following, PTSFd	25.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	44	veh-mi
Peak-hour vehicle-miles of travel, VMT60	156	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.2	mi/h
Percent time-spent-following, PTSFd (from above)	25.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	52.3
Effective width of outside lane, We	37.86
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.59
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 27 veh/h
Opposing direction volume, Vo 81 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	32	pc/h	97	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.9	mi/h
Percent Free Flow Speed, PFFS	96.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	31	pc/h	93	pc/h
Base percent time-spent-following,(note-4) BPTSFd	3.9	%		
Adjustment for no-passing zones, fnp	27.6			
Percent time-spent-following, PTSFd	10.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	26	veh-mi
Peak-hour vehicle-miles of travel, VMT60	92	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.9	mi/h
Percent time-spent-following, PTSFd (from above)	10.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	30.7
Effective width of outside lane, We	39.57
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.51
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 50 veh/h
Opposing direction volume, Vo 32 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	60	pc/h	38	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.1	mi/h
Percent Free Flow Speed, PFFS	97.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	57	pc/h	37	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.9	%
Adjustment for no-passing zones, fnp	30.4	
Percent time-spent-following, PTSFd	25.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	48	veh-mi
Peak-hour vehicle-miles of travel, VMT60	170	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.1	mi/h
Percent time-spent-following, PTSFd (from above)	25.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	56.8
Effective width of outside lane, We	37.50
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.41
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 29 veh/h
Opposing direction volume, Vo 89 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	107	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	33	pc/h	102	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.1	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	10.8	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	28	veh-mi
Peak-hour vehicle-miles of travel, VMT60	99	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	10.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	33.0
Effective width of outside lane, We	39.39
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.41
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 49 veh/h
Opposing direction volume, Vo 31 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	59	pc/h	37	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.2	mi/h
Percent Free Flow Speed, PFFS	97.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	56	pc/h	35	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.8	%
Adjustment for no-passing zones, fnp	30.3	
Percent time-spent-following, PTSFd	25.4	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	47	veh-mi
Peak-hour vehicle-miles of travel, VMT60	167	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.2	mi/h
Percent time-spent-following, PTSFd (from above)	25.4	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	55.7
Effective width of outside lane, We	37.59
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.45
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 28 veh/h
Opposing direction volume, Vo 88 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	34	pc/h	105	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	65.8	mi/h
Percent Free Flow Speed, PFFS	96.7	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	32	pc/h	101	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.0	%
Adjustment for no-passing zones, fnp	27.5	
Percent time-spent-following, PTSFd	10.6	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	27	veh-mi
Peak-hour vehicle-miles of travel, VMT60	95	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.8	mi/h
Percent time-spent-following, PTSFd (from above)	10.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	31.8
Effective width of outside lane, We	39.48
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.46
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 50 veh/h
Opposing direction volume, Vo 32 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	60	pc/h	38	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.1	mi/h
Percent Free Flow Speed, PFFS	97.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	57	pc/h	37	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.9	%
Adjustment for no-passing zones, fnp	30.4	
Percent time-spent-following, PTSFd	25.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	48	veh-mi
Peak-hour vehicle-miles of travel, VMT60	170	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.1	mi/h
Percent time-spent-following, PTSFd (from above)	25.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	56.8
Effective width of outside lane, We	37.50
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.41
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 21 veh/h
Opposing direction volume, Vo 89 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	25	pc/h	107	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	65.8	mi/h
Percent Free Flow Speed, PFFS	96.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	24	pc/h	102	pc/h

Base percent time-spent-following,(note-4) BPTSFd	3.0	%
Adjustment for no-passing zones, fnp	26.8	
Percent time-spent-following, PTSFd	8.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	20	veh-mi
Peak-hour vehicle-miles of travel, VMT60	71	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.8	mi/h
Percent time-spent-following, PTSFd (from above)	8.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	23.9
Effective width of outside lane, We	40.11
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.86
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 50 veh/h
Opposing direction volume, Vo 32 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	60	pc/h	38	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.1	mi/h
Percent Free Flow Speed, PFFS	97.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	57	pc/h	37	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.9	%
Adjustment for no-passing zones, fnp	30.4	
Percent time-spent-following, PTSFd	25.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	48	veh-mi
Peak-hour vehicle-miles of travel, VMT60	170	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.1	mi/h
Percent time-spent-following, PTSFd (from above)	25.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	56.8
Effective width of outside lane, We	37.50
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.41
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 29 veh/h
Opposing direction volume, Vo 89 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	107	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	33	pc/h	102	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.1	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	10.8	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	28	veh-mi
Peak-hour vehicle-miles of travel, VMT60	99	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	10.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	33.0
Effective width of outside lane, We	39.39
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.41
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 50 veh/h
Opposing direction volume, Vo 32 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	60	pc/h	38	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.1	mi/h
Percent Free Flow Speed, PFFS	97.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	57	pc/h	37	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.9	%
Adjustment for no-passing zones, fnp	30.4	
Percent time-spent-following, PTSFd	25.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	48	veh-mi
Peak-hour vehicle-miles of travel, VMT60	170	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.1	mi/h
Percent time-spent-following, PTSFd (from above)	25.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	56.8
Effective width of outside lane, We	37.50
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.41
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 29 veh/h
Opposing direction volume, Vo 89 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	107	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	33	pc/h	102	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.1	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	10.8	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	28	veh-mi
Peak-hour vehicle-miles of travel, VMT60	99	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	10.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	33.0
Effective width of outside lane, We	39.39
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.41
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Ln
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 48 veh/h
Opposing direction volume, Vo 32 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	56	pc/h	38	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.2	mi/h
Percent Free Flow Speed, PFFS	97.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	55	pc/h	37	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.7	%
Adjustment for no-passing zones, fnp	30.6	
Percent time-spent-following, PTSFd	25.0	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	46	veh-mi
Peak-hour vehicle-miles of travel, VMT60	163	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.2	mi/h
Percent time-spent-following, PTSFd (from above)	25.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	54.5
Effective width of outside lane, We	37.68
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.49
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	2 - US 50
From/To	West of Macari Ln
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 28 veh/h
Opposing direction volume, Vo 88 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	33	pc/h	104	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.8	mi/h
Percent Free Flow Speed, PFFS	96.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	32	pc/h	101	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.0	%
Adjustment for no-passing zones, fnp	27.5	
Percent time-spent-following, PTSFd	10.6	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	27	veh-mi
Peak-hour vehicle-miles of travel, VMT60	95	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.8	mi/h
Percent time-spent-following, PTSFd (from above)	10.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	31.8
Effective width of outside lane, We	39.48
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.46
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 88 veh/h
Opposing direction volume, Vo 35 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	105	pc/h	42	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.8	mi/h
Percent Free Flow Speed, PFFS	96.7	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	101	pc/h	40	pc/h
Base percent time-spent-following,(note-4) BPTSFd	11.7	%		
Adjustment for no-passing zones, fnp	27.9			
Percent time-spent-following, PTSFd	31.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	98	veh-mi
Peak-hour vehicle-miles of travel, VMT60	343	veh-mi
Peak 15-min total travel time, TT15	1.5	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.8	mi/h
Percent time-spent-following, PTSFd (from above)	31.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	100.0
Effective width of outside lane, We	34.08
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	0.10
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 34 veh/h
Opposing direction volume, Vo 112 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	41	pc/h	133	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.5	mi/h
Average travel speed, ATSd	65.2	mi/h
Percent Free Flow Speed, PFFS	95.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	39	pc/h	128	pc/h
Base percent time-spent-following,(note-4) BPTSFd	4.8	%		
Adjustment for no-passing zones, fnp	27.4			
Percent time-spent-following, PTSFd	11.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	38	veh-mi
Peak-hour vehicle-miles of travel, VMT60	133	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.2	mi/h
Percent time-spent-following, PTSFd (from above)	11.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	38.6
Effective width of outside lane, We	38.94
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.15
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 101 veh/h
Opposing direction volume, Vo 41 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	120	pc/h	49	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.6	mi/h
Percent Free Flow Speed, PFFS	96.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	115	pc/h	47	pc/h

Base percent time-spent-following,(note-4) BPTSFd	13.2	%
Adjustment for no-passing zones, fnp	28.0	
Percent time-spent-following, PTSFd	33.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	112	veh-mi
Peak-hour vehicle-miles of travel, VMT60	394	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.6	mi/h
Percent time-spent-following, PTSFd (from above)	33.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	114.8
Effective width of outside lane, We	32.91
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	0.57
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 39 veh/h
Opposing direction volume, Vo 131 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	47	pc/h	155	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.7	mi/h
Average travel speed, ATSd	64.7	mi/h
Percent Free Flow Speed, PFFS	95.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	45	pc/h	150	pc/h
Base percent time-spent-following,(note-4) BPTSFd	5.5	%		
Adjustment for no-passing zones, fnp	27.4			
Percent time-spent-following, PTSFd	11.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	43	veh-mi
Peak-hour vehicle-miles of travel, VMT60	152	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	64.7	mi/h
Percent time-spent-following, PTSFd (from above)	11.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	44.3
Effective width of outside lane, We	38.49
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.91
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 100 veh/h
Opposing direction volume, Vo 41 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	119	pc/h	49	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.6	mi/h
Percent Free Flow Speed, PFFS	96.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	114	pc/h	47	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.1	%		
Adjustment for no-passing zones, fnp	28.0			
Percent time-spent-following, PTSFd	32.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	111	veh-mi
Peak-hour vehicle-miles of travel, VMT60	390	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.6	mi/h
Percent time-spent-following, PTSFd (from above)	32.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	113.6
Effective width of outside lane, We	33.00
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	0.53
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 38 veh/h
Opposing direction volume, Vo 129 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	46	pc/h	153	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.7	mi/h
Average travel speed, ATSd	64.8	mi/h
Percent Free Flow Speed, PFFS	95.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	43	pc/h	147	pc/h
Base percent time-spent-following,(note-4) BPTSFd	5.3	%		
Adjustment for no-passing zones, fnp	27.4			
Percent time-spent-following, PTSFd	11.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	42	veh-mi
Peak-hour vehicle-miles of travel, VMT60	148	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	64.8	mi/h
Percent time-spent-following, PTSFd (from above)	11.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	43.2
Effective width of outside lane, We	38.58
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.96
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 101 veh/h
Opposing direction volume, Vo 41 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	120	pc/h	49	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.6	mi/h
Percent Free Flow Speed, PFFS	96.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	115	pc/h	47	pc/h

Base percent time-spent-following,(note-4) BPTSFd	13.2	%
Adjustment for no-passing zones, fnp	28.0	
Percent time-spent-following, PTSFd	33.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	112	veh-mi
Peak-hour vehicle-miles of travel, VMT60	394	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.6	mi/h
Percent time-spent-following, PTSFd (from above)	33.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	114.8
Effective width of outside lane, We	32.91
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	0.57
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 31 veh/h
Opposing direction volume, Vo 131 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	155	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.7	mi/h
Average travel speed, ATSd	64.8	mi/h
Percent Free Flow Speed, PFFS	95.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	150	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.4	%
Adjustment for no-passing zones, fnp	26.8	
Percent time-spent-following, PTSFd	9.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	34	veh-mi
Peak-hour vehicle-miles of travel, VMT60	121	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	64.8	mi/h
Percent time-spent-following, PTSFd (from above)	9.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	35.2
Effective width of outside lane, We	39.21
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.31
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 101 veh/h
Opposing direction volume, Vo 41 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	120	pc/h	49	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.6	mi/h
Percent Free Flow Speed, PFFS	96.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	115	pc/h	47	pc/h

Base percent time-spent-following,(note-4) BPTSFd	13.2	%
Adjustment for no-passing zones, fnp	28.0	
Percent time-spent-following, PTSFd	33.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	112	veh-mi
Peak-hour vehicle-miles of travel, VMT60	394	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.6	mi/h
Percent time-spent-following, PTSFd (from above)	33.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	114.8
Effective width of outside lane, We	32.91
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	0.57
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 39 veh/h
Opposing direction volume, Vo 131 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	47	pc/h	155	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.7	mi/h
Average travel speed, ATSd	64.7	mi/h
Percent Free Flow Speed, PFFS	95.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	45	pc/h	150	pc/h
Base percent time-spent-following,(note-4) BPTSFd	5.5	%		
Adjustment for no-passing zones, fnp	27.4			
Percent time-spent-following, PTSFd	11.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	43	veh-mi
Peak-hour vehicle-miles of travel, VMT60	152	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	64.7	mi/h
Percent time-spent-following, PTSFd (from above)	11.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	44.3
Effective width of outside lane, We	38.49
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.91
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 101 veh/h
Opposing direction volume, Vo 35 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	120	pc/h	42	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.6	mi/h
Percent Free Flow Speed, PFFS	96.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	115	pc/h	40	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.2	%		
Adjustment for no-passing zones, fnp	27.7			
Percent time-spent-following, PTSFd	33.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	112	veh-mi
Peak-hour vehicle-miles of travel, VMT60	394	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.6	mi/h
Percent time-spent-following, PTSFd (from above)	33.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	114.8
Effective width of outside lane, We	32.91
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	0.57
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 31 veh/h
Opposing direction volume, Vo 107 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	127	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.4	mi/h
Average travel speed, ATSd	65.3	mi/h
Percent Free Flow Speed, PFFS	96.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	122	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.4	%
Adjustment for no-passing zones, fnp	27.3	
Percent time-spent-following, PTSFd	10.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	34	veh-mi
Peak-hour vehicle-miles of travel, VMT60	121	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.3	mi/h
Percent time-spent-following, PTSFd (from above)	10.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	35.2
Effective width of outside lane, We	39.21
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.31
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 92 veh/h
Opposing direction volume, Vo 38 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	108	pc/h	45	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	105	pc/h	43	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.2	%		
Adjustment for no-passing zones, fnp	28.0			
Percent time-spent-following, PTSFd	32.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	102	veh-mi
Peak-hour vehicle-miles of travel, VMT60	359	veh-mi
Peak 15-min total travel time, TT15	1.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	32.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	104.5
Effective width of outside lane, We	33.72
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	0.25
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	3 - US 50
From/To	West of Sand Mountain Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 35 veh/h
Opposing direction volume, Vo 122 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	41	pc/h	144	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.6	mi/h
Average travel speed, ATSd	65.0	mi/h
Percent Free Flow Speed, PFFS	95.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	40	pc/h	139	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.9	%
Adjustment for no-passing zones, fnp	27.3	
Percent time-spent-following, PTSFd	11.0	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	39	veh-mi
Peak-hour vehicle-miles of travel, VMT60	137	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.0	mi/h
Percent time-spent-following, PTSFd (from above)	11.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	39.8
Effective width of outside lane, We	38.85
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.10
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 63 veh/h
Opposing direction volume, Vo 22 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	75	pc/h	26	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.1	mi/h
Percent Free Flow Speed, PFFS	97.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	72	pc/h	25	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.6	%		
Adjustment for no-passing zones, fnp	27.7			
Percent time-spent-following, PTSFd	29.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	106	veh-mi
Peak-hour vehicle-miles of travel, VMT60	372	veh-mi
Peak 15-min total travel time, TT15	1.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.1	mi/h
Percent time-spent-following, PTSFd (from above)	29.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	71.6
Effective width of outside lane, We	36.33
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.86
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 35 veh/h
Opposing direction volume, Vo 104 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	42	pc/h	124	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.4	mi/h
Average travel speed, ATSd	65.3	mi/h
Percent Free Flow Speed, PFFS	96.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	40	pc/h	119	pc/h
Base percent time-spent-following,(note-4) BPTSFd	4.9	%		
Adjustment for no-passing zones, fnp	27.6			
Percent time-spent-following, PTSFd	11.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	59	veh-mi
Peak-hour vehicle-miles of travel, VMT60	207	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.3	mi/h
Percent time-spent-following, PTSFd (from above)	11.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	39.8
Effective width of outside lane, We	38.85
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.10
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 74 veh/h
Opposing direction volume, Vo 27 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	89	pc/h	32	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.0	mi/h
Percent Free Flow Speed, PFFS	97.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	85	pc/h	31	pc/h

Base percent time-spent-following,(note-4) BPTSFd	10.0	%
Adjustment for no-passing zones, fnp	27.8	
Percent time-spent-following, PTSFd	30.4	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	124	veh-mi
Peak-hour vehicle-miles of travel, VMT60	437	veh-mi
Peak 15-min total travel time, TT15	1.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.0	mi/h
Percent time-spent-following, PTSFd (from above)	30.4	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	84.1
Effective width of outside lane, We	35.34
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.42
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 40 veh/h
Opposing direction volume, Vo 122 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	48	pc/h	144	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.6	mi/h
Average travel speed, ATSd	64.9	mi/h
Percent Free Flow Speed, PFFS	95.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	46	pc/h	139	pc/h
Base percent time-spent-following,(note-4) BPTSFd	5.6	%		
Adjustment for no-passing zones, fnp	27.6			
Percent time-spent-following, PTSFd	12.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	67	veh-mi
Peak-hour vehicle-miles of travel, VMT60	236	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	64.9	mi/h
Percent time-spent-following, PTSFd (from above)	12.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	45.5
Effective width of outside lane, We	38.40
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.87
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 73 veh/h
Opposing direction volume, Vo 27 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	87	pc/h	32	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.0	mi/h
Percent Free Flow Speed, PFFS	97.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	83	pc/h	31	pc/h

Base percent time-spent-following,(note-4) BPTSFd	9.8	%
Adjustment for no-passing zones, fnp	27.8	
Percent time-spent-following, PTSFd	30.0	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	122	veh-mi
Peak-hour vehicle-miles of travel, VMT60	431	veh-mi
Peak 15-min total travel time, TT15	1.8	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.0	mi/h
Percent time-spent-following, PTSFd (from above)	30.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	83.0
Effective width of outside lane, We	35.43
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.46
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 40 veh/h
Opposing direction volume, Vo 121 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	48	pc/h	143	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.6	mi/h
Average travel speed, ATSd	64.9	mi/h
Percent Free Flow Speed, PFFS	95.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	46	pc/h	138	pc/h

Base percent time-spent-following,(note-4) BPTSFd	5.6	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	12.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	67	veh-mi
Peak-hour vehicle-miles of travel, VMT60	236	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	64.9	mi/h
Percent time-spent-following, PTSFd (from above)	12.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	45.5
Effective width of outside lane, We	38.40
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.87
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 74 veh/h
Opposing direction volume, Vo 21 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	89	pc/h	25	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.0	mi/h
Percent Free Flow Speed, PFFS	97.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	85	pc/h	24	pc/h

Base percent time-spent-following,(note-4) BPTSFd	10.0	%
Adjustment for no-passing zones, fnp	27.3	
Percent time-spent-following, PTSFd	31.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	124	veh-mi
Peak-hour vehicle-miles of travel, VMT60	437	veh-mi
Peak 15-min total travel time, TT15	1.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.0	mi/h
Percent time-spent-following, PTSFd (from above)	31.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	84.1
Effective width of outside lane, We	35.34
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.42
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 32 veh/h
Opposing direction volume, Vo 98 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	38	pc/h	117	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	65.5	mi/h
Percent Free Flow Speed, PFFS	96.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	112	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.6	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	11.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	54	veh-mi
Peak-hour vehicle-miles of travel, VMT60	189	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.5	mi/h
Percent time-spent-following, PTSFd (from above)	11.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	36.4
Effective width of outside lane, We	39.12
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.26
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 74 veh/h
Opposing direction volume, Vo 21 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	89	pc/h	25	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.0	mi/h
Percent Free Flow Speed, PFFS	97.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	85	pc/h	24	pc/h

Base percent time-spent-following,(note-4) BPTSFd	10.0	%
Adjustment for no-passing zones, fnp	27.3	
Percent time-spent-following, PTSFd	31.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	124	veh-mi
Peak-hour vehicle-miles of travel, VMT60	437	veh-mi
Peak 15-min total travel time, TT15	1.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.0	mi/h
Percent time-spent-following, PTSFd (from above)	31.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	84.1
Effective width of outside lane, We	35.34
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.42
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 32 veh/h
Opposing direction volume, Vo 98 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	38	pc/h	117	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	65.5	mi/h
Percent Free Flow Speed, PFFS	96.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	112	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.6	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	11.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	54	veh-mi
Peak-hour vehicle-miles of travel, VMT60	189	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.5	mi/h
Percent time-spent-following, PTSFd (from above)	11.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	36.4
Effective width of outside lane, We	39.12
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.26
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 74 veh/h
Opposing direction volume, Vo 21 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	89	pc/h	25	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.0	mi/h
Percent Free Flow Speed, PFFS	97.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	85	pc/h	24	pc/h

Base percent time-spent-following,(note-4) BPTSFd	10.0	%
Adjustment for no-passing zones, fnp	27.3	
Percent time-spent-following, PTSFd	31.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	124	veh-mi
Peak-hour vehicle-miles of travel, VMT60	437	veh-mi
Peak 15-min total travel time, TT15	1.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.0	mi/h
Percent time-spent-following, PTSFd (from above)	31.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	84.1
Effective width of outside lane, We	35.34
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.42
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 32 veh/h
Opposing direction volume, Vo 98 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	38	pc/h	117	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	65.5	mi/h
Percent Free Flow Speed, PFFS	96.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	112	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.6	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	11.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	54	veh-mi
Peak-hour vehicle-miles of travel, VMT60	189	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.5	mi/h
Percent time-spent-following, PTSFd (from above)	11.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	36.4
Effective width of outside lane, We	39.12
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.26
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 66 veh/h
Opposing direction volume, Vo 28 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	77	pc/h	33	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.0	mi/h
Percent Free Flow Speed, PFFS	97.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	75	pc/h	32	pc/h

Base percent time-spent-following,(note-4) BPTSFd	8.9	%
Adjustment for no-passing zones, fnp	28.1	
Percent time-spent-following, PTSFd	28.6	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	111	veh-mi
Peak-hour vehicle-miles of travel, VMT60	389	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.0	mi/h
Percent time-spent-following, PTSFd (from above)	28.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	75.0
Effective width of outside lane, We	36.06
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.74
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	4 - US 50
From/To	West of SR 839
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 37 veh/h
Opposing direction volume, Vo 115 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	43	pc/h	135	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.5	mi/h
Average travel speed, ATSd	65.1	mi/h
Percent Free Flow Speed, PFFS	95.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	42	pc/h	131	pc/h

Base percent time-spent-following,(note-4) BPTSFd	5.2	%
Adjustment for no-passing zones, fnp	27.5	
Percent time-spent-following, PTSFd	11.9	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	62	veh-mi
Peak-hour vehicle-miles of travel, VMT60	218	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.1	mi/h
Percent time-spent-following, PTSFd (from above)	11.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	42.0
Effective width of outside lane, We	38.67
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.01
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 40 veh/h
Opposing direction volume, Vo 14 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	48	pc/h	17	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.4	mi/h
Percent Free Flow Speed, PFFS	97.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	46	pc/h	16	pc/h

Base percent time-spent-following,(note-4) BPTSFd	5.6	%
Adjustment for no-passing zones, fnp	27.7	
Percent time-spent-following, PTSFd	26.2	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	53	veh-mi
Peak-hour vehicle-miles of travel, VMT60	188	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.4	mi/h
Percent time-spent-following, PTSFd (from above)	26.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	45.5
Effective width of outside lane, We	38.40
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.87
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 28 veh/h
Opposing direction volume, Vo 72 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	34	pc/h	86	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.0	mi/h
Percent Free Flow Speed, PFFS	97.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	32	pc/h	82	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.0	%
Adjustment for no-passing zones, fnp	27.9	
Percent time-spent-following, PTSFd	11.8	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	37	veh-mi
Peak-hour vehicle-miles of travel, VMT60	132	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.0	mi/h
Percent time-spent-following, PTSFd (from above)	11.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	31.8
Effective width of outside lane, We	39.48
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.46
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 44 veh/h
Opposing direction volume, Vo 15 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	53	pc/h	18	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.3	mi/h
Percent Free Flow Speed, PFFS	97.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	50	pc/h	17	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.1	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	26.7	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	59	veh-mi
Peak-hour vehicle-miles of travel, VMT60	207	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.3	mi/h
Percent time-spent-following, PTSFd (from above)	26.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	50.0
Effective width of outside lane, We	38.04
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.68
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 31 veh/h
Opposing direction volume, Vo 80 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	96	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.9	mi/h
Percent Free Flow Speed, PFFS	96.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	91	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.4	%
Adjustment for no-passing zones, fnp	27.9	
Percent time-spent-following, PTSFd	12.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	146	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.9	mi/h
Percent time-spent-following, PTSFd (from above)	12.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	35.2
Effective width of outside lane, We	39.21
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.31
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 44 veh/h
Opposing direction volume, Vo 15 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	53	pc/h	18	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.3	mi/h
Percent Free Flow Speed, PFFS	97.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	50	pc/h	17	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.1	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	26.7	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	59	veh-mi
Peak-hour vehicle-miles of travel, VMT60	207	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.3	mi/h
Percent time-spent-following, PTSFd (from above)	26.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	50.0
Effective width of outside lane, We	38.04
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.68
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 31 veh/h
Opposing direction volume, Vo 79 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	95	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.9	mi/h
Percent Free Flow Speed, PFFS	96.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	90	pc/h
Base percent time-spent-following,(note-4) BPTSFd	4.4	%		
Adjustment for no-passing zones, fnp	27.9			
Percent time-spent-following, PTSFd	12.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	146	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.9	mi/h
Percent time-spent-following, PTSFd (from above)	12.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	35.2
Effective width of outside lane, We	39.21
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.31
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 44 veh/h
Opposing direction volume, Vo 15 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	53	pc/h	18	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.3	mi/h
Percent Free Flow Speed, PFFS	97.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	50	pc/h	17	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.1	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	26.7	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	59	veh-mi
Peak-hour vehicle-miles of travel, VMT60	207	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.3	mi/h
Percent time-spent-following, PTSFd (from above)	26.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	50.0
Effective width of outside lane, We	38.04
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.68
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline +Option 1 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 31 veh/h
Opposing direction volume, Vo 80 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	96	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.9	mi/h
Percent Free Flow Speed, PFFS	96.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	91	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.4	%
Adjustment for no-passing zones, fnp	27.9	
Percent time-spent-following, PTSFd	12.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	146	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.9	mi/h
Percent time-spent-following, PTSFd (from above)	12.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	35.2
Effective width of outside lane, We	39.21
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.31
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 44 veh/h
Opposing direction volume, Vo 15 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	53	pc/h	18	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.3	mi/h
Percent Free Flow Speed, PFFS	97.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	50	pc/h	17	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.1	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	26.7	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	59	veh-mi
Peak-hour vehicle-miles of travel, VMT60	207	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.3	mi/h
Percent time-spent-following, PTSFd (from above)	26.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	50.0
Effective width of outside lane, We	38.04
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.68
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 31 veh/h
Opposing direction volume, Vo 80 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	96	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.9	mi/h
Percent Free Flow Speed, PFFS	96.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	91	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.4	%
Adjustment for no-passing zones, fnp	27.9	
Percent time-spent-following, PTSFd	12.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	146	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.9	mi/h
Percent time-spent-following, PTSFd (from above)	12.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	35.2
Effective width of outside lane, We	39.21
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.31
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 44 veh/h
Opposing direction volume, Vo 15 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	53	pc/h	18	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.3	mi/h
Percent Free Flow Speed, PFFS	97.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	50	pc/h	17	pc/h

Base percent time-spent-following,(note-4) BPTSFd	6.1	%
Adjustment for no-passing zones, fnp	27.6	
Percent time-spent-following, PTSFd	26.7	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	59	veh-mi
Peak-hour vehicle-miles of travel, VMT60	207	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.3	mi/h
Percent time-spent-following, PTSFd (from above)	26.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	50.0
Effective width of outside lane, We	38.04
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.68
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	4/24/2017
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 31 veh/h
Opposing direction volume, Vo 80 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	37	pc/h	96	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.9	mi/h
Percent Free Flow Speed, PFFS	96.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	35	pc/h	91	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.4	%
Adjustment for no-passing zones, fnp	27.9	
Percent time-spent-following, PTSFd	12.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	146	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.9	mi/h
Percent time-spent-following, PTSFd (from above)	12.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	35.2
Effective width of outside lane, We	39.21
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.31
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 41 veh/h
Opposing direction volume, Vo 15 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	48	pc/h	18	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	66.4	mi/h
Percent Free Flow Speed, PFFS	97.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	47	pc/h	17	pc/h

Base percent time-spent-following,(note-4) BPTSFd	5.8	%
Adjustment for no-passing zones, fnp	27.8	
Percent time-spent-following, PTSFd	26.2	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	55	veh-mi
Peak-hour vehicle-miles of travel, VMT60	193	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	66.4	mi/h
Percent time-spent-following, PTSFd (from above)	26.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	46.6
Effective width of outside lane, We	38.31
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-1.81
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	5 - US 50
From/To	West of SR 121
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 28 veh/h
Opposing direction volume, Vo 78 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	33	pc/h	92	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.9	mi/h
Percent Free Flow Speed, PFFS	97.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	32	pc/h	89	pc/h

Base percent time-spent-following,(note-4) BPTSFd	4.0	%
Adjustment for no-passing zones, fnp	27.7	
Percent time-spent-following, PTSFd	11.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	37	veh-mi
Peak-hour vehicle-miles of travel, VMT60	132	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	4.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.9	mi/h
Percent time-spent-following, PTSFd (from above)	11.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	31.8
Effective width of outside lane, We	39.48
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-2.46
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	6 - SR 839
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 14 veh/h
Opposing direction volume, Vo 8 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	17	pc/h	10	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	16	pc/h	9	pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.1	%		
Adjustment for no-passing zones, fnp	29.7			
Percent time-spent-following, PTSFd	21.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	8	veh-mi
Peak-hour vehicle-miles of travel, VMT60	28	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	21.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	15.9
Effective width of outside lane, We	40.74
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-3.38
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	6 - SR 839
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 18 veh/h
Opposing direction volume, Vo 8 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	22	pc/h	10	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.8	mi/h
Percent Free Flow Speed, PFFS	98.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	21	pc/h	9	pc/h

Base percent time-spent-following,(note-4) BPTSFd	2.7	%
Adjustment for no-passing zones, fnp	28.3	
Percent time-spent-following, PTSFd	22.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	36	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.8	mi/h
Percent time-spent-following, PTSFd (from above)	22.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	20.5
Effective width of outside lane, We	40.38
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-3.12
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	6 - SR 839
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 18 veh/h
Opposing direction volume, Vo 10 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	22	pc/h	12	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.8	mi/h
Percent Free Flow Speed, PFFS	98.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	21	pc/h	11	pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.7	%		
Adjustment for no-passing zones, fnp	29.5			
Percent time-spent-following, PTSFd	22.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	36	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.8	mi/h
Percent time-spent-following, PTSFd (from above)	22.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	20.5
Effective width of outside lane, We	40.38
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-3.12
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	6 - SR 839
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 26 veh/h
Opposing direction volume, Vo 10 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	31	pc/h	12	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.7	mi/h
Percent Free Flow Speed, PFFS	98.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	30	pc/h	11	pc/h
Base percent time-spent-following,(note-4) BPTSFd	3.8	%		
Adjustment for no-passing zones, fnp	27.9			
Percent time-spent-following, PTSFd	24.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	15	veh-mi
Peak-hour vehicle-miles of travel, VMT60	52	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	29.5
Effective width of outside lane, We	39.66
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.63
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	6 - SR 839
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 18 veh/h
Opposing direction volume, Vo 3 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	22	pc/h	4	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	21	pc/h	3	pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.7	%		
Adjustment for no-passing zones, fnp	25.4			
Percent time-spent-following, PTSFd	24.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	36	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	24.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	20.5
Effective width of outside lane, We	40.38
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-3.12
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	6 - SR 839
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 26 veh/h
Opposing direction volume, Vo 10 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	31	pc/h	12	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.7	mi/h
Percent Free Flow Speed, PFFS	98.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	30	pc/h	11	pc/h
Base percent time-spent-following,(note-4) BPTSFd	3.8	%		
Adjustment for no-passing zones, fnp	27.9			
Percent time-spent-following, PTSFd	24.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	15	veh-mi
Peak-hour vehicle-miles of travel, VMT60	52	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	29.5
Effective width of outside lane, We	39.66
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.63
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	6 - SR 839
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 18 veh/h
Opposing direction volume, Vo 11 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	21	pc/h	13	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.8	mi/h
Percent Free Flow Speed, PFFS	98.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	21 pc/h	13 pc/h

Base percent time-spent-following,(note-4) BPTSFd	2.7	%
Adjustment for no-passing zones, fnp	30.1	
Percent time-spent-following, PTSFd	21.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	36	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.8	mi/h
Percent time-spent-following, PTSFd (from above)	21.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	20.5
Effective width of outside lane, We	40.38
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-3.12
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	6 - SR 839
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 24 veh/h
Opposing direction volume, Vo 11 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	28	pc/h	13	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.7	mi/h
Percent Free Flow Speed, PFFS	98.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	27	pc/h	13	pc/h
Base percent time-spent-following,(note-4) BPTSFd	3.4	%		
Adjustment for no-passing zones, fnp	28.5			
Percent time-spent-following, PTSFd	22.6	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	14	veh-mi
Peak-hour vehicle-miles of travel, VMT60	48	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.7	mi/h
Percent time-spent-following, PTSFd (from above)	22.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	27.3
Effective width of outside lane, We	39.84
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.75
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 62 veh/h
Opposing direction volume, Vo 66 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	74	pc/h	79	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	71	pc/h	75	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.5	%		
Adjustment for no-passing zones, fnp	29.4			
Percent time-spent-following, PTSFd	22.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	99	veh-mi
Peak-hour vehicle-miles of travel, VMT60	347	veh-mi
Peak 15-min total travel time, TT15	1.5	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	22.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	70.5
Effective width of outside lane, We	36.42
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.90
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 67 veh/h
Opposing direction volume, Vo 61 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	80	pc/h	73	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	77	pc/h	70	pc/h

Base percent time-spent-following,(note-4) BPTSFd	9.1	%
Adjustment for no-passing zones, fnp	29.5	
Percent time-spent-following, PTSFd	24.6	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	107	veh-mi
Peak-hour vehicle-miles of travel, VMT60	375	veh-mi
Peak 15-min total travel time, TT15	1.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	76.1
Effective width of outside lane, We	35.97
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.70
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 64 veh/h
Opposing direction volume, Vo 68 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	77	pc/h	81	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	73	pc/h	78	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.7	%		
Adjustment for no-passing zones, fnp	29.4			
Percent time-spent-following, PTSFd	22.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	102	veh-mi
Peak-hour vehicle-miles of travel, VMT60	358	veh-mi
Peak 15-min total travel time, TT15	1.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	22.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	72.7
Effective width of outside lane, We	36.24
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.82
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 69 veh/h
Opposing direction volume, Vo 63 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	83	pc/h	75	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	79	pc/h	72	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.4	%		
Adjustment for no-passing zones, fnp	29.5			
Percent time-spent-following, PTSFd	24.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	110	veh-mi
Peak-hour vehicle-miles of travel, VMT60	386	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	78.4
Effective width of outside lane, We	35.79
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.62
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 63 veh/h
Opposing direction volume, Vo 67 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	75	pc/h	80	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	72	pc/h	77	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.6	%		
Adjustment for no-passing zones, fnp	29.4			
Percent time-spent-following, PTSFd	22.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	100	veh-mi
Peak-hour vehicle-miles of travel, VMT60	353	veh-mi
Peak 15-min total travel time, TT15	1.5	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	22.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	71.6
Effective width of outside lane, We	36.33
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.86
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 68 veh/h
Opposing direction volume, Vo 62 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	81	pc/h	74	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	78	pc/h	71	pc/h

Base percent time-spent-following,(note-4) BPTSFd	9.3	%
Adjustment for no-passing zones, fnp	29.5	
Percent time-spent-following, PTSFd	24.7	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	108	veh-mi
Peak-hour vehicle-miles of travel, VMT60	381	veh-mi
Peak 15-min total travel time, TT15	1.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	77.3
Effective width of outside lane, We	35.88
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.66
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 64 veh/h
Opposing direction volume, Vo 68 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	77	pc/h	81	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	73	pc/h	78	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.7	%		
Adjustment for no-passing zones, fnp	29.4			
Percent time-spent-following, PTSFd	22.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	102	veh-mi
Peak-hour vehicle-miles of travel, VMT60	358	veh-mi
Peak 15-min total travel time, TT15	1.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	22.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	72.7
Effective width of outside lane, We	36.24
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.82
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 69 veh/h
Opposing direction volume, Vo 63 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	83	pc/h	75	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	79	pc/h	72	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.4	%		
Adjustment for no-passing zones, fnp	29.5			
Percent time-spent-following, PTSFd	24.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	110	veh-mi
Peak-hour vehicle-miles of travel, VMT60	386	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	78.4
Effective width of outside lane, We	35.79
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.62
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 64 veh/h
Opposing direction volume, Vo 68 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	77	pc/h	81	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	73	pc/h	78	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.7	%		
Adjustment for no-passing zones, fnp	29.4			
Percent time-spent-following, PTSFd	22.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	102	veh-mi
Peak-hour vehicle-miles of travel, VMT60	358	veh-mi
Peak 15-min total travel time, TT15	1.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	22.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	72.7
Effective width of outside lane, We	36.24
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.82
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 69 veh/h
Opposing direction volume, Vo 63 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	83	pc/h	75	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	79	pc/h	72	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.4	%		
Adjustment for no-passing zones, fnp	29.5			
Percent time-spent-following, PTSFd	24.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	110	veh-mi
Peak-hour vehicle-miles of travel, VMT60	386	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	78.4
Effective width of outside lane, We	35.79
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.62
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 64 veh/h
Opposing direction volume, Vo 68 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	77	pc/h	81	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	73	pc/h	78	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.7	%		
Adjustment for no-passing zones, fnp	29.4			
Percent time-spent-following, PTSFd	22.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	102	veh-mi
Peak-hour vehicle-miles of travel, VMT60	358	veh-mi
Peak 15-min total travel time, TT15	1.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	22.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	72.7
Effective width of outside lane, We	36.24
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.82
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 69 veh/h
Opposing direction volume, Vo 63 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	83	pc/h	75	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	79	pc/h	72	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.4	%		
Adjustment for no-passing zones, fnp	29.5			
Percent time-spent-following, PTSFd	24.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	110	veh-mi
Peak-hour vehicle-miles of travel, VMT60	386	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	78.4
Effective width of outside lane, We	35.79
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.62
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 62 veh/h
Opposing direction volume, Vo 66 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	73	pc/h	78	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.7	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	71	pc/h	75	pc/h

Base percent time-spent-following,(note-4) BPTSFd	8.5	%
Adjustment for no-passing zones, fnp	29.4	
Percent time-spent-following, PTSFd	22.8	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	99	veh-mi
Peak-hour vehicle-miles of travel, VMT60	347	veh-mi
Peak 15-min total travel time, TT15	1.5	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	22.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	70.5
Effective width of outside lane, We	36.42
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.90
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	7 - US 95
From/To	South of Rawhide Road
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	5.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 69 veh/h
Opposing direction volume, Vo 60 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	81	pc/h	71	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	70.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	68.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	65.7	mi/h
Percent Free Flow Speed, PFFS	96.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	79	pc/h	69	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.4	%		
Adjustment for no-passing zones, fnp	29.7			
Percent time-spent-following, PTSFd	25.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	110	veh-mi
Peak-hour vehicle-miles of travel, VMT60	386	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	5.6	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	65.7	mi/h
Percent time-spent-following, PTSFd (from above)	25.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	70
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	78.4
Effective width of outside lane, We	35.79
Effective speed factor, St	5.19
Bicycle LOS Score, BLOS	-0.62
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 102 veh/h
Opposing direction volume, Vo 111 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	121	pc/h	132	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	50.3	mi/h
Percent Free Flow Speed, PFFS	95.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	117	pc/h	127	pc/h

Base percent time-spent-following,(note-4) BPTSFd	13.4	%
Adjustment for no-passing zones, fnp	31.8	
Percent time-spent-following, PTSFd	28.6	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	35	veh-mi
Peak-hour vehicle-miles of travel, VMT60	122	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	50.3	mi/h
Percent time-spent-following, PTSFd (from above)	28.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	115.9
Effective width of outside lane, We	32.82
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	0.39
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 149 veh/h
Opposing direction volume, Vo 111 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	175	pc/h	132	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	49.9	mi/h
Percent Free Flow Speed, PFFS	94.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	170	pc/h	127	pc/h
Base percent time-spent-following,(note-4) BPTSFd	18.7	%		
Adjustment for no-passing zones, fnp	33.7			
Percent time-spent-following, PTSFd	38.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	51	veh-mi
Peak-hour vehicle-miles of travel, VMT60	179	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	49.9	mi/h
Percent time-spent-following, PTSFd (from above)	38.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	169.3
Effective width of outside lane, We	28.59
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.88
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 105 veh/h
Opposing direction volume, Vo 114 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	125	pc/h	136	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	50.2	mi/h
Percent Free Flow Speed, PFFS	94.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	120	pc/h	130	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.7	%		
Adjustment for no-passing zones, fnp	32.1			
Percent time-spent-following, PTSFd	29.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	36	veh-mi
Peak-hour vehicle-miles of travel, VMT60	126	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	50.2	mi/h
Percent time-spent-following, PTSFd (from above)	29.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	119.3
Effective width of outside lane, We	32.55
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	0.49
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 153 veh/h
Opposing direction volume, Vo 113 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	180	pc/h	135	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	49.8	mi/h
Percent Free Flow Speed, PFFS	94.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	175	pc/h	129	pc/h
Base percent time-spent-following,(note-4) BPTSFd	19.2	%		
Adjustment for no-passing zones, fnp	33.9			
Percent time-spent-following, PTSFd	38.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	52	veh-mi
Peak-hour vehicle-miles of travel, VMT60	184	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	49.8	mi/h
Percent time-spent-following, PTSFd (from above)	38.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	173.9
Effective width of outside lane, We	28.23
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.00
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 103 veh/h
Opposing direction volume, Vo 112 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	123	pc/h	133	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	50.3	mi/h
Percent Free Flow Speed, PFFS	94.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	118	pc/h	128	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.5	%		
Adjustment for no-passing zones, fnp	31.9			
Percent time-spent-following, PTSFd	28.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	35	veh-mi
Peak-hour vehicle-miles of travel, VMT60	124	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	50.3	mi/h
Percent time-spent-following, PTSFd (from above)	28.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	117.0
Effective width of outside lane, We	32.73
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	0.42
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 150 veh/h
Opposing direction volume, Vo 112 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	177	pc/h	133	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	49.9	mi/h
Percent Free Flow Speed, PFFS	94.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	171	pc/h	128	pc/h
Base percent time-spent-following,(note-4) BPTSFd	18.8	%		
Adjustment for no-passing zones, fnp	33.8			
Percent time-spent-following, PTSFd	38.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	51	veh-mi
Peak-hour vehicle-miles of travel, VMT60	180	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	49.9	mi/h
Percent time-spent-following, PTSFd (from above)	38.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	170.5
Effective width of outside lane, We	28.50
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.91
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 124 veh/h
Opposing direction volume, Vo 126 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.960		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	147	pc/h	149	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	49.8	mi/h
Percent Free Flow Speed, PFFS	94.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	142	pc/h	144	pc/h
Base percent time-spent-following,(note-4) BPTSFd	16.0	%		
Adjustment for no-passing zones, fnp	34.2			
Percent time-spent-following, PTSFd	33.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	42	veh-mi
Peak-hour vehicle-miles of travel, VMT60	149	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	49.8	mi/h
Percent time-spent-following, PTSFd (from above)	33.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	140.9
Effective width of outside lane, We	30.84
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.12
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 179 veh/h
Opposing direction volume, Vo 123 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	209	pc/h	146	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	49.4	mi/h
Percent Free Flow Speed, PFFS	93.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	205	pc/h	141	pc/h
Base percent time-spent-following,(note-4) BPTSFd	22.0	%		
Adjustment for no-passing zones, fnp	34.8			
Percent time-spent-following, PTSFd	42.6	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	61	veh-mi
Peak-hour vehicle-miles of travel, VMT60	215	veh-mi
Peak 15-min total travel time, TT15	1.2	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	49.4	mi/h
Percent time-spent-following, PTSFd (from above)	42.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	203.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.18
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 106 veh/h
Opposing direction volume, Vo 114 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.954		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	126	pc/h	136	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	50.2	mi/h
Percent Free Flow Speed, PFFS	94.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	121	pc/h	130	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.8	%		
Adjustment for no-passing zones, fnp	32.2			
Percent time-spent-following, PTSFd	29.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	36	veh-mi
Peak-hour vehicle-miles of travel, VMT60	127	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	50.2	mi/h
Percent time-spent-following, PTSFd (from above)	29.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	120.5
Effective width of outside lane, We	32.46
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	0.52
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 153 veh/h
Opposing direction volume, Vo 113 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.954	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	180	pc/h	135	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	49.8	mi/h
Percent Free Flow Speed, PFFS	94.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	175	pc/h	129	pc/h
Base percent time-spent-following,(note-4) BPTSFd	19.2	%		
Adjustment for no-passing zones, fnp	33.9			
Percent time-spent-following, PTSFd	38.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	52	veh-mi
Peak-hour vehicle-miles of travel, VMT60	184	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	49.8	mi/h
Percent time-spent-following, PTSFd (from above)	38.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	173.9
Effective width of outside lane, We	28.23
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.00
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 124 veh/h
Opposing direction volume, Vo 126 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.960		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	147	pc/h	149	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	49.8	mi/h
Percent Free Flow Speed, PFFS	94.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	142	pc/h	144	pc/h
Base percent time-spent-following,(note-4) BPTSFd	16.0	%		
Adjustment for no-passing zones, fnp	34.2			
Percent time-spent-following, PTSFd	33.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	42	veh-mi
Peak-hour vehicle-miles of travel, VMT60	149	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	49.8	mi/h
Percent time-spent-following, PTSFd (from above)	33.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	140.9
Effective width of outside lane, We	30.84
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.12
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	8 - US 96
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 179 veh/h
Opposing direction volume, Vo 123 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.960	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	209	pc/h	146	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	49.4	mi/h
Percent Free Flow Speed, PFFS	93.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	205	pc/h	141	pc/h
Base percent time-spent-following,(note-4) BPTSFd	22.0	%		
Adjustment for no-passing zones, fnp	34.8			
Percent time-spent-following, PTSFd	42.6	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	61	veh-mi
Peak-hour vehicle-miles of travel, VMT60	215	veh-mi
Peak 15-min total travel time, TT15	1.2	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	49.4	mi/h
Percent time-spent-following, PTSFd (from above)	42.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	203.4
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.18
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	8 - US 95
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 102 veh/h
Opposing direction volume, Vo 111 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	119	pc/h	131	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	50.4	mi/h
Percent Free Flow Speed, PFFS	95.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	117 pc/h	127 pc/h

Base percent time-spent-following,(note-4) BPTSFd	13.4	%
Adjustment for no-passing zones, fnp	31.8	
Percent time-spent-following, PTSFd	28.6	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	35	veh-mi
Peak-hour vehicle-miles of travel, VMT60	122	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	50.4	mi/h
Percent time-spent-following, PTSFd (from above)	28.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	115.9
Effective width of outside lane, We	32.82
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	0.39
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	8 - US 95
From/To	South of Union Lane
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 149 veh/h
Opposing direction volume, Vo 109 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	174	pc/h	128	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	55.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0*	mi/h
Free-flow speed, FFSd	53.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	50.0	mi/h
Percent Free Flow Speed, PFFS	94.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	170 pc/h	125 pc/h

Base percent time-spent-following,(note-4) BPTSFd	18.7	%
Adjustment for no-passing zones, fnp	33.6	
Percent time-spent-following, PTSFd	38.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	51	veh-mi
Peak-hour vehicle-miles of travel, VMT60	179	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1622	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1622	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	50.0	mi/h
Percent time-spent-following, PTSFd (from above)	38.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	169.3
Effective width of outside lane, We	28.59
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.88
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 187 veh/h
Opposing direction volume, Vo 144 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	219	pc/h	170	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	39.3	mi/h
Percent Free Flow Speed, PFFS	91.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	214	pc/h	165	pc/h
Base percent time-spent-following,(note-4) BPTSFd	22.8	%		
Adjustment for no-passing zones, fnp	37.0			
Percent time-spent-following, PTSFd	43.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.13	
Peak 15-min vehicle-miles of travel, VMT15	159	veh-mi
Peak-hour vehicle-miles of travel, VMT60	561	veh-mi
Peak 15-min total travel time, TT15	4.0	veh-h
Capacity from ATS, CdATS	1641	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1641	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.3	mi/h
Percent time-spent-following, PTSFd (from above)	43.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	212.5
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.70
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 215 veh/h
Opposing direction volume, Vo 173 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	252	pc/h	202	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.6	mi/h
Percent Free Flow Speed, PFFS	89.7	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	246	pc/h	198	pc/h
Base percent time-spent-following,(note-4) BPTSFd	25.7	%		
Adjustment for no-passing zones, fnp	38.2			
Percent time-spent-following, PTSFd	46.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.15	
Peak 15-min vehicle-miles of travel, VMT15	183	veh-mi
Peak-hour vehicle-miles of travel, VMT60	645	veh-mi
Peak 15-min total travel time, TT15	4.7	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.6	mi/h
Percent time-spent-following, PTSFd (from above)	46.9	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	244.3
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.77
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 192 veh/h
Opposing direction volume, Vo 147 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	225	pc/h	173	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	39.2	mi/h
Percent Free Flow Speed, PFFS	91.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	219	pc/h	168	pc/h
Base percent time-spent-following,(note-4) BPTSFd	23.3	%		
Adjustment for no-passing zones, fnp	37.3			
Percent time-spent-following, PTSFd	44.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.13	
Peak 15-min vehicle-miles of travel, VMT15	164	veh-mi
Peak-hour vehicle-miles of travel, VMT60	576	veh-mi
Peak 15-min total travel time, TT15	4.2	veh-h
Capacity from ATS, CdATS	1641	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1641	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.2	mi/h
Percent time-spent-following, PTSFd (from above)	44.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	218.2
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.72
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 221 veh/h
Opposing direction volume, Vo 177 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.977		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	257	pc/h	207	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.5	mi/h
Percent Free Flow Speed, PFFS	89.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	253	pc/h	202	pc/h
Base percent time-spent-following,(note-4) BPTSFd	26.2	%		
Adjustment for no-passing zones, fnp	38.1			
Percent time-spent-following, PTSFd	47.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.15	
Peak 15-min vehicle-miles of travel, VMT15	188	veh-mi
Peak-hour vehicle-miles of travel, VMT60	663	veh-mi
Peak 15-min total travel time, TT15	4.9	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.5	mi/h
Percent time-spent-following, PTSFd (from above)	47.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	251.1
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.79
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 188 veh/h
Opposing direction volume, Vo 146 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	220	pc/h	172	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	39.3	mi/h
Percent Free Flow Speed, PFFS	91.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	215	pc/h	167	pc/h
Base percent time-spent-following,(note-4) BPTSFd	22.9	%		
Adjustment for no-passing zones, fnp	37.2			
Percent time-spent-following, PTSFd	43.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.13	
Peak 15-min vehicle-miles of travel, VMT15	160	veh-mi
Peak-hour vehicle-miles of travel, VMT60	564	veh-mi
Peak 15-min total travel time, TT15	4.1	veh-h
Capacity from ATS, CdATS	1641	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1641	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.3	mi/h
Percent time-spent-following, PTSFd (from above)	43.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	213.6
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.71
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 217 veh/h
Opposing direction volume, Vo 174 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	254	pc/h	204	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.5	mi/h
Percent Free Flow Speed, PFFS	89.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	248	pc/h	199	pc/h
Base percent time-spent-following,(note-4) BPTSFd	25.9	%		
Adjustment for no-passing zones, fnp	38.1			
Percent time-spent-following, PTSFd	47.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.15	
Peak 15-min vehicle-miles of travel, VMT15	185	veh-mi
Peak-hour vehicle-miles of travel, VMT60	651	veh-mi
Peak 15-min total travel time, TT15	4.8	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.5	mi/h
Percent time-spent-following, PTSFd (from above)	47.0	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	246.6
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.78
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 202 veh/h
Opposing direction volume, Vo 159 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	236	pc/h	187	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	38.9	mi/h
Percent Free Flow Speed, PFFS	90.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	231	pc/h	182	pc/h
Base percent time-spent-following,(note-4) BPTSFd	24.4	%		
Adjustment for no-passing zones, fnp	38.0			
Percent time-spent-following, PTSFd	45.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.14	
Peak 15-min vehicle-miles of travel, VMT15	172	veh-mi
Peak-hour vehicle-miles of travel, VMT60	606	veh-mi
Peak 15-min total travel time, TT15	4.4	veh-h
Capacity from ATS, CdATS	1641	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1641	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.9	mi/h
Percent time-spent-following, PTSFd (from above)	45.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	229.5
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.74
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 245 veh/h
Opposing direction volume, Vo 187 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.977		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	285	pc/h	219	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.2	mi/h
Percent Free Flow Speed, PFFS	88.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	280	pc/h	214	pc/h
Base percent time-spent-following,(note-4) BPTSFd	29.9	%		
Adjustment for no-passing zones, fnp	37.5			
Percent time-spent-following, PTSFd	51.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.17	
Peak 15-min vehicle-miles of travel, VMT15	209	veh-mi
Peak-hour vehicle-miles of travel, VMT60	735	veh-mi
Peak 15-min total travel time, TT15	5.5	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.2	mi/h
Percent time-spent-following, PTSFd (from above)	51.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	278.4
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.84
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 193 veh/h
Opposing direction volume, Vo 147 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	226	pc/h	173	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	39.2	mi/h
Percent Free Flow Speed, PFFS	91.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	221	pc/h	168	pc/h
Base percent time-spent-following,(note-4) BPTSFd	23.5	%		
Adjustment for no-passing zones, fnp	37.3			
Percent time-spent-following, PTSFd	44.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.13	
Peak 15-min vehicle-miles of travel, VMT15	164	veh-mi
Peak-hour vehicle-miles of travel, VMT60	579	veh-mi
Peak 15-min total travel time, TT15	4.2	veh-h
Capacity from ATS, CdATS	1641	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1641	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.2	mi/h
Percent time-spent-following, PTSFd (from above)	44.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	219.3
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.72
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	2/15/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 221 veh/h
Opposing direction volume, Vo 177 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.977		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	257	pc/h	207	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.5	mi/h
Percent Free Flow Speed, PFFS	89.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	253	pc/h	202	pc/h
Base percent time-spent-following,(note-4) BPTSFd	26.2	%		
Adjustment for no-passing zones, fnp	38.1			
Percent time-spent-following, PTSFd	47.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.15	
Peak 15-min vehicle-miles of travel, VMT15	188	veh-mi
Peak-hour vehicle-miles of travel, VMT60	663	veh-mi
Peak 15-min total travel time, TT15	4.9	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.5	mi/h
Percent time-spent-following, PTSFd (from above)	47.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	251.1
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.79
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 202 veh/h
Opposing direction volume, Vo 159 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	236	pc/h	187	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	38.9	mi/h
Percent Free Flow Speed, PFFS	90.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	231	pc/h	182	pc/h
Base percent time-spent-following,(note-4) BPTSFd	24.4	%		
Adjustment for no-passing zones, fnp	38.0			
Percent time-spent-following, PTSFd	45.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.14	
Peak 15-min vehicle-miles of travel, VMT15	172	veh-mi
Peak-hour vehicle-miles of travel, VMT60	606	veh-mi
Peak 15-min total travel time, TT15	4.4	veh-h
Capacity from ATS, CdATS	1641	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1641	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.9	mi/h
Percent time-spent-following, PTSFd (from above)	45.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	229.5
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.74
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	DMoore
Agency/Co.	
Date Performed	10/12/2017
Analysis Time Period	
Highway	9 - US 96
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 245 veh/h
Opposing direction volume, Vo 187 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.977		0.971	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	285	pc/h	219	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.2	mi/h
Percent Free Flow Speed, PFFS	88.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	280	pc/h	214	pc/h
Base percent time-spent-following,(note-4) BPTSFd	29.9	%		
Adjustment for no-passing zones, fnp	37.5			
Percent time-spent-following, PTSFd	51.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.17	
Peak 15-min vehicle-miles of travel, VMT15	209	veh-mi
Peak-hour vehicle-miles of travel, VMT60	735	veh-mi
Peak 15-min total travel time, TT15	5.5	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.2	mi/h
Percent time-spent-following, PTSFd (from above)	51.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	278.4
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.84
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	9 - US 95
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 186 veh/h
Opposing direction volume, Vo 142 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	218	pc/h	167	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSd	39.4	mi/h
Percent Free Flow Speed, PFFS	91.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	213 pc/h	162 pc/h

Base percent time-spent-following,(note-4) BPTSFd	22.7	%
Adjustment for no-passing zones, fnp	36.8	
Percent time-spent-following, PTSFd	43.6	%

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.13	
Peak 15-min vehicle-miles of travel, VMT15	159	veh-mi
Peak-hour vehicle-miles of travel, VMT60	558	veh-mi
Peak 15-min total travel time, TT15	4.0	veh-h
Capacity from ATS, CdATS	1632	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1632	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	39.4	mi/h
Percent time-spent-following, PTSFd (from above)	43.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	211.4
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.70
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	9 - US 95
From/To	South of Scheckler/Wildes
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	3.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 216 veh/h
Opposing direction volume, Vo 173 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5*		1.6*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.971		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	253	pc/h	204	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	38.6	mi/h
Percent Free Flow Speed, PFFS	89.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	247 pc/h	198 pc/h

Base percent time-spent-following,(note-4) BPTSFd	25.8	%
Adjustment for no-passing zones, fnp	38.1	
Percent time-spent-following, PTSFd	46.9	%

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.15	
Peak 15-min vehicle-miles of travel, VMT15	184	veh-mi
Peak-hour vehicle-miles of travel, VMT60	648	veh-mi
Peak 15-min total travel time, TT15	4.8	veh-h
Capacity from ATS, CdATS	1651	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1651	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	3.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.6	mi/h
Percent time-spent-following, PTSFd (from above)	46.9	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	35
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	245.5
Effective width of outside lane, We	24.00
Effective speed factor, St	3.84
Bicycle LOS Score, BLOS	2.77
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Existing AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 5 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	6	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	62.0	mi/h
Percent Free Flow Speed, PFFS	98.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	6 pc/h	0 pc/h

Base percent time-spent-following,(note-4) BPTSFd	0.8	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	24.9	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.00	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	10	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	62.0	mi/h
Percent time-spent-following, PTSFd (from above)	24.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	5.7
Effective width of outside lane, We	41.55
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-4.21
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Existing PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 20 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	24	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	23 pc/h	0 pc/h

Base percent time-spent-following,(note-4) BPTSFd	2.9	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	27.0	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	11	veh-mi
Peak-hour vehicle-miles of travel, VMT60	40	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	27.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	22.7
Effective width of outside lane, We	40.20
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.98
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 6 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	7	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	62.0	mi/h
Percent Free Flow Speed, PFFS	98.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	7 pc/h	0 pc/h

Base percent time-spent-following,(note-4) BPTSFd	0.9	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	25.0	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.00	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	12	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	62.0	mi/h
Percent time-spent-following, PTSFd (from above)	25.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	6.8
Effective width of outside lane, We	41.46
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-4.10
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 22 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	26	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	25	pc/h	0	pc/h

Base percent time-spent-following,(note-4) BPTSFd	3.2	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	27.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	13	veh-mi
Peak-hour vehicle-miles of travel, VMT60	44	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	27.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	25.0
Effective width of outside lane, We	40.02
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.86
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	No Action AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 5 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	6	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	62.0	mi/h
Percent Free Flow Speed, PFFS	98.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	6 pc/h	0 pc/h

Base percent time-spent-following,(note-4) BPTSFd	0.8	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	24.9	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.00	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	10	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	62.0	mi/h
Percent time-spent-following, PTSFd (from above)	24.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	5.7
Effective width of outside lane, We	41.55
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-4.21
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	No Action PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 22 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	26	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	25	pc/h	0	pc/h

Base percent time-spent-following,(note-4) BPTSFd	3.2	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	27.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	13	veh-mi
Peak-hour vehicle-miles of travel, VMT60	44	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	27.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	25.0
Effective width of outside lane, We	40.02
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.86
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 6 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	7	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	62.0	mi/h
Percent Free Flow Speed, PFFS	98.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	7 pc/h	0 pc/h

Base percent time-spent-following,(note-4) BPTSFd	0.9	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	25.0	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.00	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	12	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	62.0	mi/h
Percent time-spent-following, PTSFd (from above)	25.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	6.8
Effective width of outside lane, We	41.46
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-4.10
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 1 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 22 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	26	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	25	pc/h	0	pc/h

Base percent time-spent-following,(note-4) BPTSFd	3.2	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	27.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	13	veh-mi
Peak-hour vehicle-miles of travel, VMT60	44	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	27.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	25.0
Effective width of outside lane, We	40.02
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.86
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 6 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	7	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	62.0	mi/h
Percent Free Flow Speed, PFFS	98.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	7 pc/h	0 pc/h

Base percent time-spent-following,(note-4) BPTSFd	0.9	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	25.0	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.00	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	12	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	62.0	mi/h
Percent time-spent-following, PTSFd (from above)	25.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	6.8
Effective width of outside lane, We	41.46
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-4.10
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 2 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 22 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	26	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	25	pc/h	0	pc/h

Base percent time-spent-following,(note-4) BPTSFd	3.2	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	27.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	13	veh-mi
Peak-hour vehicle-miles of travel, VMT60	44	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	27.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	25.0
Effective width of outside lane, We	40.02
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.86
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 6 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	7	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	62.0	mi/h
Percent Free Flow Speed, PFFS	98.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	7 pc/h	0 pc/h

Base percent time-spent-following,(note-4) BPTSFd	0.9	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	25.0	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.00	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	12	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	62.0	mi/h
Percent time-spent-following, PTSFd (from above)	25.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	6.8
Effective width of outside lane, We	41.46
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-4.10
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 3 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 22 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	26	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	25	pc/h	0	pc/h

Base percent time-spent-following,(note-4) BPTSFd	3.2	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	27.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	13	veh-mi
Peak-hour vehicle-miles of travel, VMT60	44	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	27.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	25.0
Effective width of outside lane, We	40.02
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.86
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 AM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 5 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	6	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	62.0	mi/h
Percent Free Flow Speed, PFFS	98.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	6 pc/h	0 pc/h

Base percent time-spent-following,(note-4) BPTSFd	0.8	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	24.9	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.00	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	10	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	62.0	mi/h
Percent time-spent-following, PTSFd (from above)	24.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	5.7
Effective width of outside lane, We	41.55
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-4.21
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	CJafolla
Agency/Co.	
Date Performed	10/25/2018
Analysis Time Period	
Highway	10 - SR 361
From/To	South of US 50
Jurisdiction	
Analysis Year	
Description	Baseline + Option 4 PM

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 22 veh/h
Opposing direction volume, Vo 0 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	26	pc/h	0	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	65.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	0.0	mi/h
Adj. for access point density,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	63.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	61.9	mi/h
Percent Free Flow Speed, PFFS	98.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	25	pc/h	0	pc/h

Base percent time-spent-following,(note-4) BPTSFd	3.2	%
Adjustment for no-passing zones, fnp	24.1	
Percent time-spent-following, PTSFd	27.3	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	13	veh-mi
Peak-hour vehicle-miles of travel, VMT60	44	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	61.9	mi/h
Percent time-spent-following, PTSFd (from above)	27.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

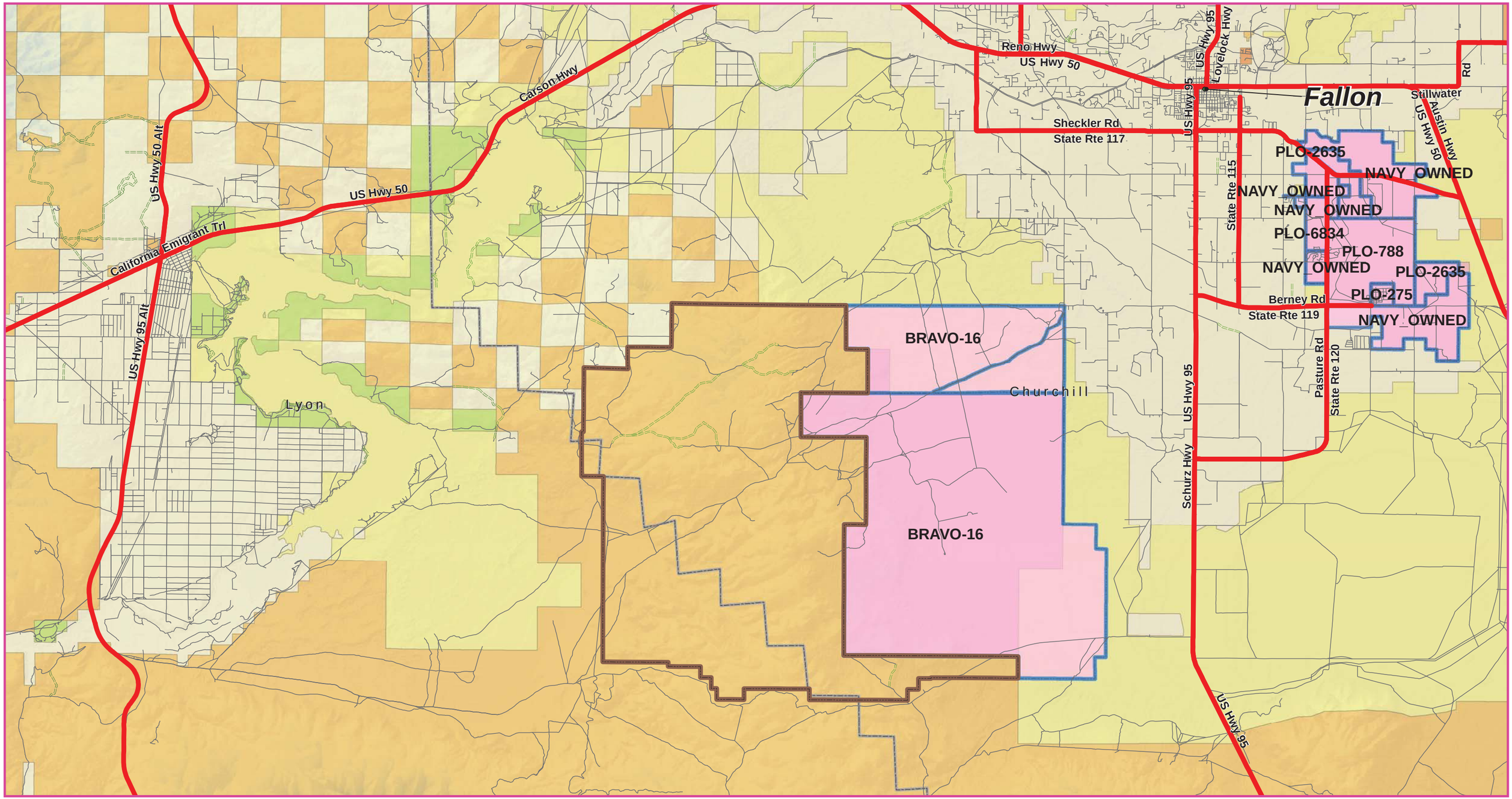
Posted speed limit, Sp	65
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	25.0
Effective width of outside lane, We	40.02
Effective speed factor, St	5.07
Bicycle LOS Score, BLOS	-2.86
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Appendix E

Roads to be Closed

This page intentionally left blank.



Legend

FRTC Modernization Roads

Boundary Lines	MTFCC Code
Bravo 16	S1200 US HWY / State HWY
Bravo 17	S1400 Rural Road, City Street
Bravo 20	S1500 Vehicular Trail (4WD)
Dixie Valley	Current Navy Lands

B-16 ROAD STUDY

0 1.25 2.5 5 7.5 10 Miles

BLM Land Status data

BIA BLM BR DOD FS NVST PVT

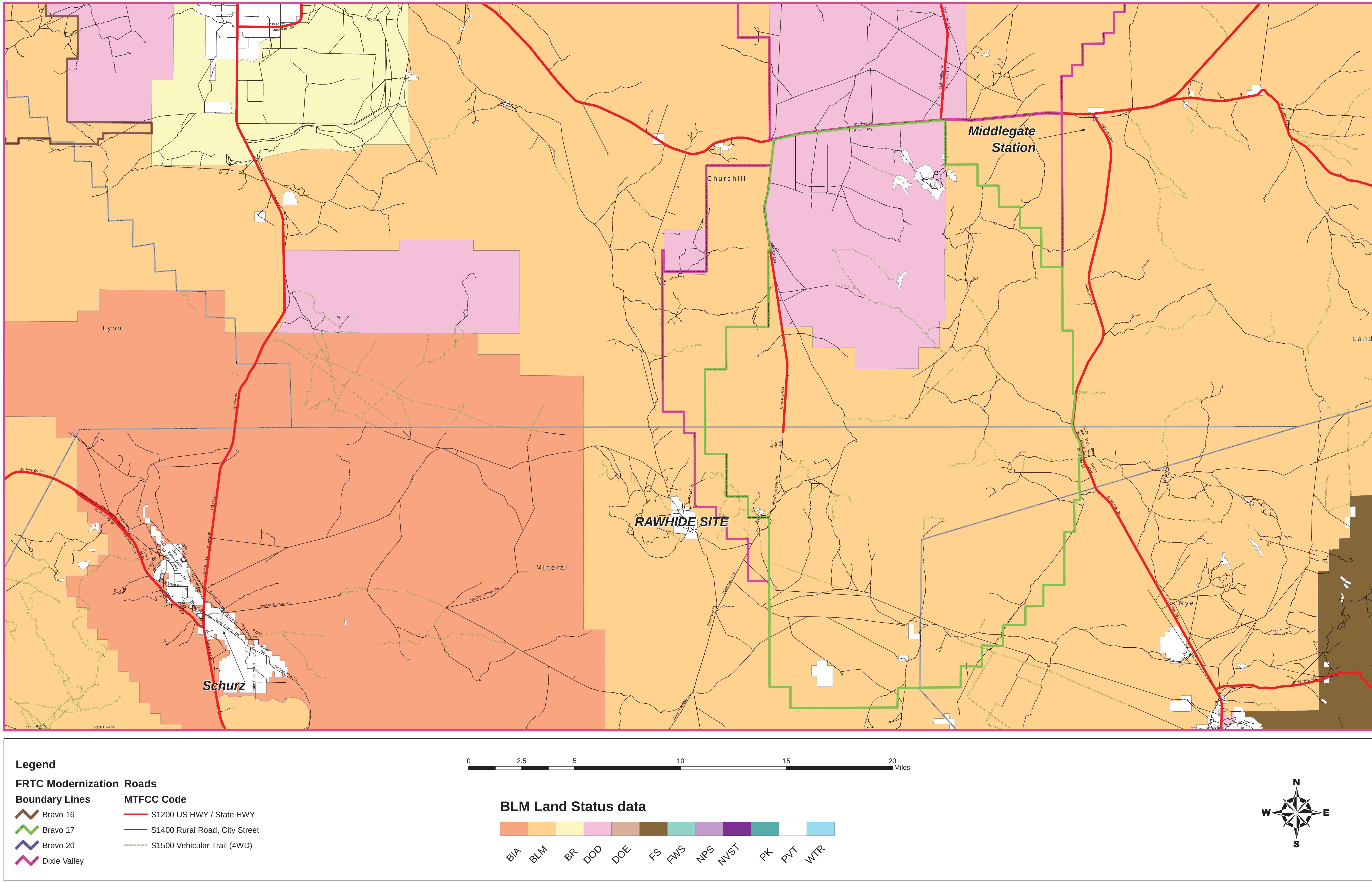
DATA SOURCES:

BLM: http://www.blm.gov/nv/st/en/prog/more_programs/geographic_sciences/gis/geospatial_data.html

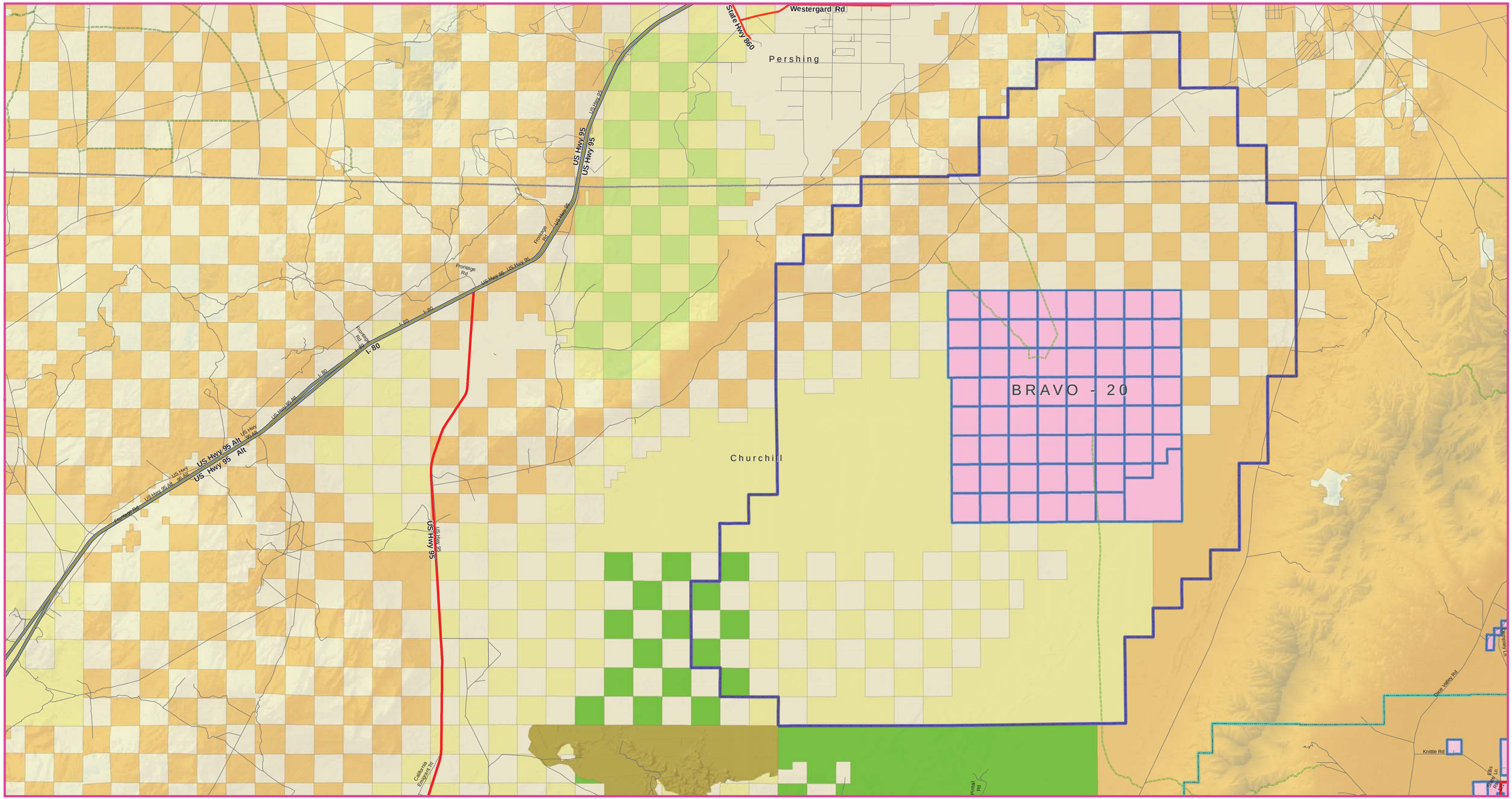
Census Bureau Tiger files:
http://www.census.gov/geo/maps-data/data/tiger.html

GIS Standard Map Disclaimer:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

N W E S



Middlegate Station
Churchill
Lyon
Lander
Mineral
RAWHIDE SITE
Nye
Schurz
US Hwy 50
US Hwy 95
State Rte 121
State Rte 839
State Rte 361
Double Springs Rd
Legend
FRTC Modernization
Boundary Lines
Bravo 16
Bravo 17
Bravo 20
Dixie Valley
Roads
MTFCC Code
S1200 US HWY / State HWY
S1400 Rural Road, City Street
S1500 Vehicular Trail (4WD)
0 2.5 5 10 15 20 Miles
BLM Land Status data
BIA
BLM
BR
DOD
DOE
FS
FWS
NPS
NVST
PK
PVT
WTR
N
W
E
S



Legend

FRTC Modernization Roads

Boundary Lines

- Bravo 16
- Bravo 17
- Bravo 20
- Dixie Valley

MTFCC Code

- S1200 US HWY / State HWY
- S1400 Rural Road, City Street
- S1500 Vehicular Trail (4WD)
- S1100 Primary Road / Interstate
- Current Navy Lands

B-20 ROAD STUDY

0 2 4 8 12 16 Miles

BLM Land Status data

BIA BLM BR DOD FS FWS NVST PVT

DATA SOURCES:

BLM: http://www.blm.gov/nv/st/en/prog/more_programs/geographic_sciences/gis/geospatial_data.html

Census Bureau Tiger files:
http://www.census.gov/geo/maps-data/data/tiger.html

GIS Standard Map Disclaimer:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

N W E S

This page intentionally left blank.

Appendix F

Site Photography

This page intentionally left blank.

Photo 1: View of US 95/Rawhide Road (Option 1) intersection, facing north

Photo 2: View of US 95/Rawhide Road (Option 1) intersection, facing south

Photo 3: View of Rawhide Road (Option 1) to the east of US 95

Photo 4: View of US 50, east of SR 839 Replacement Option 2

Photo 5: View of US 50, west of SR 839 Replacement Option 2

Photo 6: View of SR 839 Replacement Option 2, south of US 50

Photo 7: View of US 50, east of Macari Lane (Option 3)

Photo 8: View of US 50, west of Macari Lane (Option 3)

Photo 9: View of Macari Lane (Option 3), south of US 50

Photo 10: View of SR 839 north of Ryan Canyon Road, facing north

Photo 11: View of SR 839 near Churchill County/Mineral County border, facing north

Photo 12: View of SR 839 near Churchill County/Mineral County border, facing south

Photo 13: View of US 50/SR 839 intersection, facing west

Photo 14: View of US 50/SR 839 intersection, facing east

Photo 15: View of SR 839 south of US 50, facing south

This page intentionally left blank.

Appendix G

OHV Counts

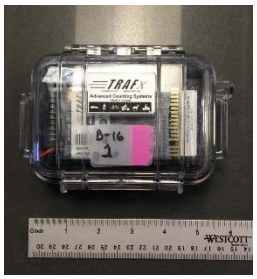
This page intentionally left blank.

Data Summary, FRTC 2017 and 2018 Off-highway Vehicle Count Program

As part of the Fallon Range Training Complex (FRTC) Modernization Environmental Impact Statement (EIS), the Department of the Navy conducted off-highway vehicle (OHV) traffic counts on unpaved roads and trails near FRTC ranges Bravo-16 (B-16) and Bravo-17 (B-17) in 2017 and 2018. The objective of these counts was to collect OHV traffic data across two or more seasons on roads and trails that are subject to closure as the result of the proposed range modernization project. The following sections summarize the methods and results of the OHV count program.

Methods

Figures 1 and 2 depict the study area for the count program. In 2017, 25 count locations (11 locations in B-16 and 14 locations in B-17) were identified based on discussions involving the Naval Facilities Engineering Command Southwest, Naval Air Station Fallon, the Bureau of Land Management, the Nevada Department of Transportation, and Churchill County. In 2018, a need for supplemental counts in B-17 were identified based on an alternative in the EIS that would close additional OHV trails in the western area of the range, and 4 count locations were selected. The 2018 count locations are labeled as B-17 locations 15-18.



Traffic data was collected by OHV counting devices manufactured by TRAFx Research Ltd. The battery-powered devices are approximately 6 inches long, and count traffic by detecting changes in the earth's normal magnetic field caused by passing vehicles. The devices do not need a line of sight to passing vehicles and can be buried within or adjacent to unpaved roads. Because of the limited range of the devices for counting OHVs, they were buried within the trails, as close as possible to the centerline.

Installation procedures included digging a small hole within the roadbed, inserting a round sprinkler valve box into the hole, and placing gravel at the bottom of the valve box to bring the device close to the road surface and ensure drainage of moisture away from the device. The gravel in the valve box also ensured the device laid flat (not tilted at an angle). The TRAFx device was then sealed in a plastic bag to keep the field case free of dirt and placed on the gravel layer inside the valve box, the cover was replaced on the valve box, and the hole was filled in to restore the road surface.

Initial deployment of the 25 TRAFx devices began in late August 2017 and data was downloaded from the devices on a monthly basis following installation. These devices were removed from the study area in early January 2018. In June 2018, 4 TRAFx devices were deployed in B-17 for the 2018 count program. The devices were left in place for a total of three months, and the data was downloaded when they were removed from the field in September 2018. Table 1 presents the installation, monitoring/downloading, and removal dates for each of the devices.

Results

B-17 Location 2

Portions of B-16 were inaccessible during the August 2017 installation period due to road conditions (i.e., roads were either washed out, barricaded, or had deep sand). Therefore, data collection at B-16 locations 1-4 and 7-11 began in late September 2017. The counter placed in B-17 location 2 was never located in several searches following the initial installation. Therefore, the 2017 count program consists of an average of 113 days of data collection at 24 locations.

The 2018 count program consists of 96 days. The 4 devices were deployed in B-17 on 14 June 2018 and removed from the study area on 19 September 2018.

Attachment A includes data tables and charts that were generated using templates developed by TRAFx. Review of the raw data indicated anomalous information[1] at B-17 location 8 between 26 August and 6 September 2017. Therefore, charts in Attachment A are presented both with and without data from B-17 location 8.

Attachment B contains refined data for the counts, which excludes anomalous readings at B-17 location 8, and other possible false readings that may have occurred when the devices were excavated and handled during monthly monitoring for the 2017 counts, as shown in Table 1.

General observations of the refined data from the 2017 count program include the following:

> With few exceptions, count data was sporadic, with counts of zero on multiple days during the count period at most locations.

> The maximum daily count for all locations in B-16 and B-17 was 243, which occurred on Saturday, 14 October 2017. This date coincides with the start of upland species hunting season in Nevada.

> The maximum count for all locations in B-16 was 165 on Saturday, 14 October 2017.

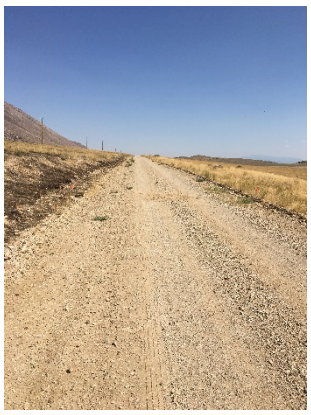
> The maximum count for all locations in B-17 was 119 on Friday, 6 October 2017.

> The maximum daily count at any one location was 77 vehicles at B-16 location 1 on Saturday, 14 October 2017.

> Although B-16 had a higher maximum than B-17, counts in B-17 were more uniform and consistent throughout the count period, and the combined total for B-17 was more than three times the combined total for B-16.

> Counts at B-17 location 6, B-17 location 7, B-17 location 10, and B-17 location 14 were generally regular during the count period, suggesting recurring vehicle traffic at these locations.

[1] The volumes were much higher than any of the other days counted, both at B-17 location 8, and all other count locations. The anomaly may have been caused by the repetitive movement of metallic substances within the detection range of the device.



B-17 Location 6

General observations of the refined data from the 2018 count program include the following:

> The maximum daily count for all 4 locations (B-17 locations 15-18) was 47 on 4 July 2018. The week of 1 to 7 July 2018 also had the highest activity during the 2018 count period, with a total of 95 trips (including all 4 locations).

> B-17 locations 15 and 16 were visited more frequently (336 and 135 total trips, respectively) than locations 17 and 18 (34 and 55 total trips, respectively).

> All locations showed consistent recurring use. One exception is B-17 location 17, which experienced up to 5 trips per week between mid-June and mid-August 2018, but no trips were recorded at that location between 19 August and 19 September 2018.

Enclosures:

> Figure 1. Proposed and Adjusted OHV Count Locations in B-16

> Figure 2. Proposed and Adjusted OHV Count Locations in B-17

> Table 1. TRAFx Device Installation, Monitoring/Downloading, and Removal Dates

> Attachment A: Unrefined Data

> Attachment B: Refined Data

Provided under Separate Cover: Unrefined Daily Count Data Spreadsheet and Installation Photos

This page intentionally left blank.

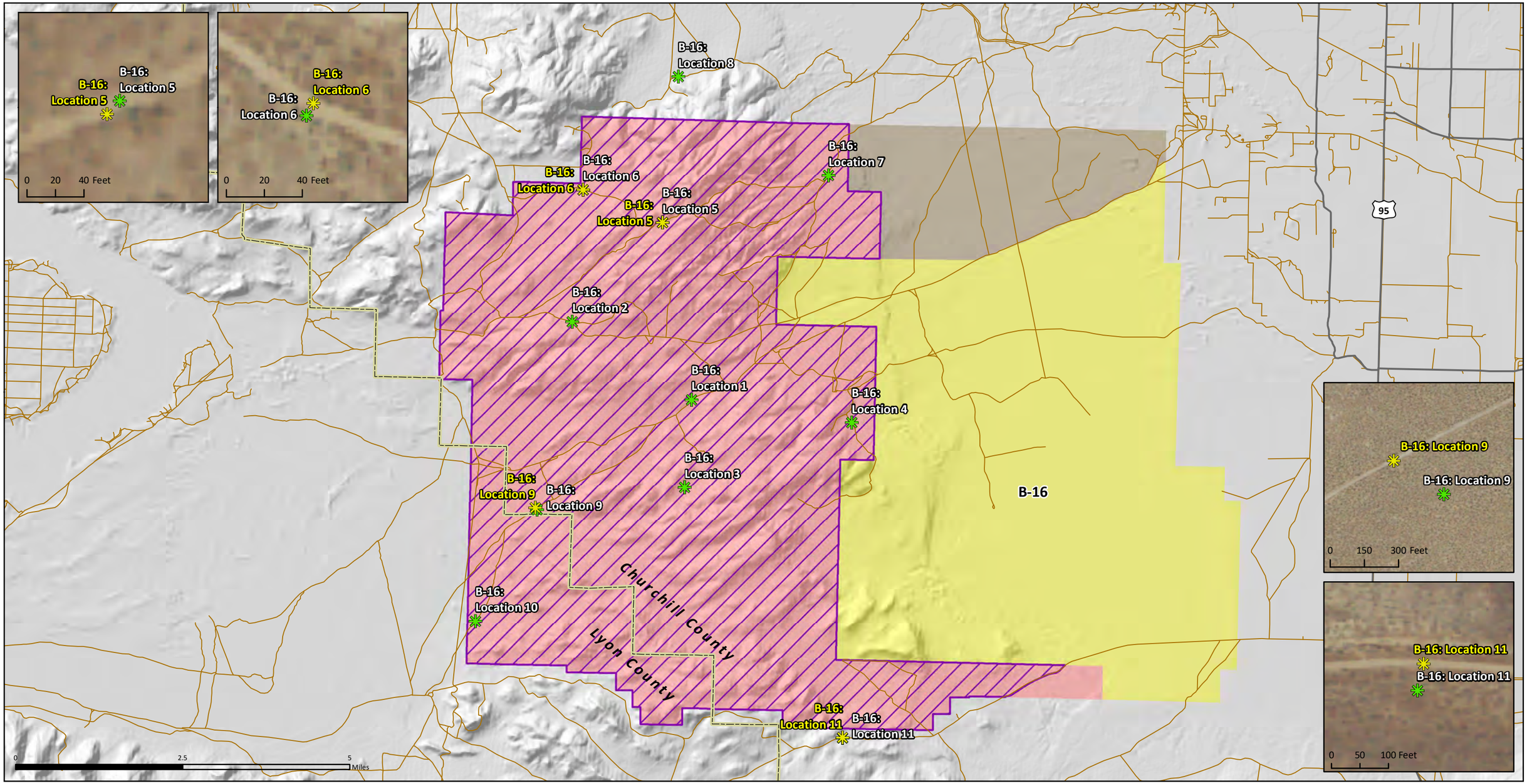


Figure 1. Planned and Adjusted OHV Count Locations in B-16

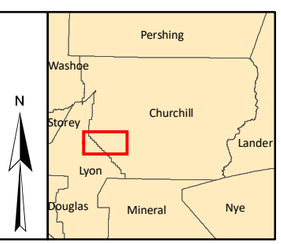
Interstate Highway
US Highway
State Route
County Boundary
Highway
Local Street/OHV Route

OHV Count Locations
Original Location
New Location

Existing Withdrawal
Closed to the Public
Open to the Public
Open to the Public (Proposed Closed to the Public)

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public



N

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

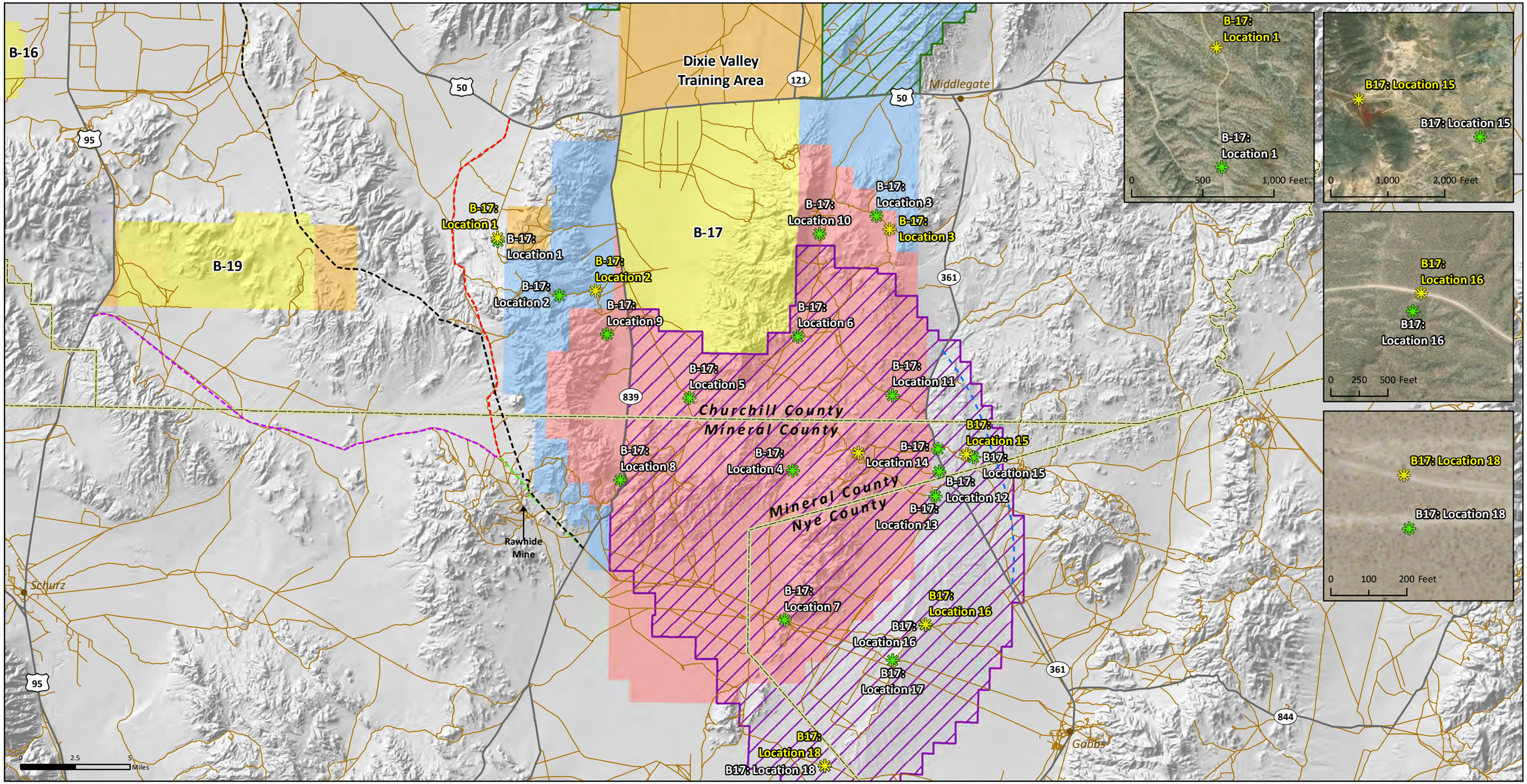


Figure 2. Planned and Adjusted OHV Count Locations in B-17

Interstate Highway
US Highway
State Route
City
County Boundary
Highway
Local Street/OHV Route

OHV Count Locations
Original Location
New Location

SR 839 Replacement Options
Option 1
Option 2
Common to Options 1 and 2
Option 3

SR 361 Replacement Option
Option 4

Existing Withdrawal
Closed to the Public
Open to the Public
Open to the Public (Proposed Closed to the Public)

Proposed Withdrawal Alternative 1 & 2
Proposed Closed to the Public
Proposed Open to the Public

Proposed Withdrawal Alternative 3
Proposed Closed to the Public
Proposed Open to the Public

N

Pershing
Washoe
Churchill
Storey
Lander
Lyon
Douglas
Mineral
Nye

Sources: ManTech 2018, National Elevation Dataset 2018, ESRI 2018, U.S. Fish and Wildlife Service 2012

Table 1. TRAFx Device Installation, Monitoring/Downloading, and Removal Dates

Range	Location	Installation Date	Monitor / Download #1	Monitor / Download #2	Monitor / Download #3	Removal Date	Installation Notes
B-16	1	25 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	
	2	25 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	
	3	25 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	
	4	25 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	
	5	31 Aug 2017	26 Sep 2017	25 Oct 2017	29 Nov 2017	5 Jan 2018	Installation location shifted slightly to be closer to road centerline.
	6	31 Aug 2017	26 Sep 2017	25 Oct 2017	29 Nov 2017	5 Jan 2018	Installation location shifted slightly to be closer to road centerline.
	7	25 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	
	8	26 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	
	9	25 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	Installation location shifted slightly to be closer to road centerline.
	10	25 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	
	11	25 Sep 2017	(a)	25 Oct 2017	29 Nov 2017	5 Jan 2018	Installation location shifted slightly to be closer to road centerline.
B-17	1	29 Aug 2017	27 Sep 2017	26 Oct 2017	29 Nov 2017	4 Jan 2018	Installation location shifted for improved accessibility.
	2	29 Aug 2017	(b)	(b)	(b)	(b)	
	3	31 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	Installation location shifted for improved accessibility.
	4	30 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	Installation location shifted for improved accessibility.
	5	30 Aug 2017	26 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	

Table 1. TRAFx Device Installation, Monitoring/Downloading, and Removal Dates

Range	Location	Installation Date	Monitor / Download #1	Monitor / Download #2	Monitor / Download #3	Removal Date	Installation Notes
B-17	6	30 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	
	7	30 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	
	8	29 Aug 2017	26 Sep 2017	26 Oct 2017	29 Nov 2017	4 Jan 2018	
	9	29 Aug 2017	27 Sep 2017	26 Oct 2017	29 Nov 2017	4 Jan 2018	
	10	31 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	
	11	30 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	
	12	30 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	
	13	30 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	
	14	30 Aug 2017	27 Sep 2017	26 Oct 2017	30 Nov 2017	4 Jan 2018	
	15	14 Jun 2018	[c]	[c]	[c]	19 Sep 2018	Installation location shifted due to construction vehicles being present at the original planned location (potential to artificially elevate counts).
	16	14 Jun 2018	[c]	[c]	[c]	19 Sep 2018	
	17	14 Jun 2018	[c]	[c]	[c]	19 Sep 2018	
	18	14 Jun 2018	[c]	[c]	[c]	19 Sep 2018	

Notes:
[a] Portions of B-16 were inaccessible during the August installation date due to road conditions (i.e., washed out, barricaded, or having deep sand).
[b] Device not recovered after initial installation and several follow on searches. It is believed to have been removed from the site by others.
[c] 2018 OHV count program did not include monthly monitoring and downloading of the data. Devices were left in place for the entire duration.

Attachment A

Unrefined Data

This page intentionally left blank.

Master Summary

Year	Site	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	ADT†	ADT†x365	Days with data
2017	B-16 Location 1									30*	220	52	104	3.928	1,434	97
	B-16 Location 10									12*	57	23	22	1.072	391	97
	B-16 Location 11									30*	41	3	4	0.546	199	97
	B-16 Location 2									24*	37	21	16	0.804	294	97
	B-16 Location 3									0*	5	4	2	0.113	41	97
	B-16 Location 4									30*	37	16	23	0.835	305	97
	B-16 Location 5									71	25	30	3	1.057	386	122
	B-16 Location 6									69	28	13	5	0.943	344	122
	B-16 Location 7									12*	50	25	30	1.103	403	97
	B-16 Location 8									8*	17	18	12	0.500	183	96
	B-16 Location 9									12*	93	58	27	1.856	677	97
	B-17 Location 1								0*	16	154	69	22	2.105	768	124
	B-17 Location 10									112	174	190	66	4.443	1,622	122
	B-17 Location 11								0*	30	246	81	15	3.024	1,104	123
	B-17 Location 12								93*	84	37	46	26	1.593	582	123
	B-17 Location 13								31*	47	35	111	30	1.821	665	123
	B-17 Location 14								93*	125	133	55	52	2.992	1,092	123
	B-17 Location 3									9	21	3	2	0.287	105	122
	B-17 Location 4								0*	30	37	17	3	0.707	258	123
	B-17 Location 5								31*	50	144	131	28	2.878	1,050	123
	B-17 Location 6								93*	53	157	460	49	5.870	2,143	123
	B-17 Location 7								0*	10	50	49	21	1.057	386	123
	B-17 Location 8								109*	1,640	23,794	24	12	205.460	74,993	124
	B-17 Location 9								0*	68	179	109	61	3.363	1,227	124

ADT† = Average Daily Traffic

* = based upon that month's ADT **Learn more** Indicates months with less than 6 days of data.

Compare sites

Data from 2017-08-29 to 2018-01-03

Report generated on 2018-02-01 by Scott.Barker@cardno-gs.com

www.trafx.net

Site Name		Daily Average
B-16 Location 1		3.9 (9.2%)
B-16 Location 10		1.1 (2.5%)
B-16 Location 11		0.6 (1.3%)
B-16 Location 2		0.8 (2.0%)
B-16 Location 3		0.1 (0.3%)
B-16 Location 4		0.8 (1.9%)
B-16 Location 5		1.0 (2.4%)
B-16 Location 6		0.9 (2.2%)
B-16 Location 7		1.1 (2.5%)
B-16 Location 8		0.5 (1.1%)
B-16 Location 9		1.8 (4.3%)
B-17 Location 1		2.1 (4.9%)
B-17 Location 10		4.4 (10.4%)
B-17 Location 11		3.0 (7.0%)
B-17 Location 12		1.6 (3.7%)
B-17 Location 13		1.8 (4.2%)
B-17 Location 14		3.0 (7.1%)
B-17 Location 3		0.3 (0.7%)
B-17 Location 4		0.7 (1.7%)
B-17 Location 5		2.8 (6.7%)
B-17 Location 6		5.8 (13.7%)
B-17 Location 7		1.1 (2.5%)
B-17 Location 9		3.3 (7.8%)

Compare sites

Data from 2017-08-29 to 2018-01-03

Report generated on 2018-02-01 by Scott.Barker@cardno-gs.com

www.trafx.net

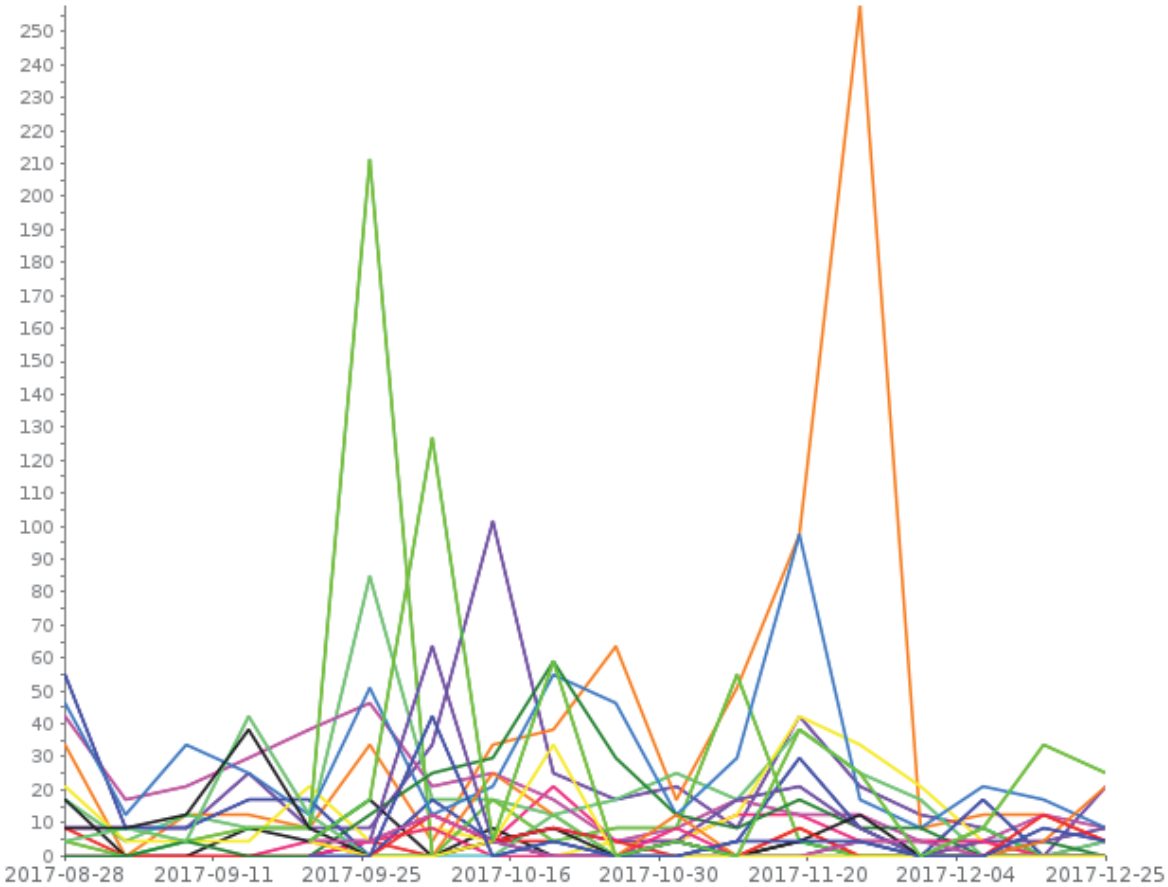
Site Name	Daily Average
B-16 Location 1	3.9 (1.6%)
B-16 Location 10	1.1 (0.4%)
B-16 Location 11	0.6 (0.2%)
B-16 Location 2	0.8 (0.3%)
B-16 Location 3	0.1 (0.0%)
B-16 Location 4	0.8 (0.3%)
B-16 Location 5	1.0 (0.4%)
B-16 Location 6	0.9 (0.4%)
B-16 Location 7	1.1 (0.4%)
B-16 Location 8	0.5 (0.2%)
B-16 Location 9	1.8 (0.8%)
B-17 Location 1	2.1 (0.8%)
B-17 Location 10	4.4 (1.8%)
B-17 Location 11	3.0 (1.2%)
B-17 Location 12	1.6 (0.7%)
B-17 Location 13	1.8 (0.7%)
B-17 Location 14	3.0 (1.2%)
B-17 Location 2	0.0 (0.0%)
B-17 Location 3	0.3 (0.1%)
B-17 Location 4	0.7 (0.3%)
B-17 Location 5	2.8 (1.2%)
B-17 Location 6	5.8 (2.4%)
B-17 Location 7	1.1 (0.4%)
B-17 Location 8	200.6 (82.6%)
B-17 Location 9	3.3 (1.4%)

Weekly* totals report

Covering 18 weeks from 2017-08-28 to 2017-12-31

Report generated on 2018-02-01 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name		Average	Min	Max
B-16 Location 1		27.3	2.0	128.0
B-16 Location 10		7.5	1.0	45.0
B-16 Location 11		3.8	0.0	34.0
B-16 Location 2		5.6	2.0	16.0
B-16 Location 3		0.8	0.0	5.0
B-16 Location 4		5.8	0.0	14.0
B-16 Location 5		7.5	0.0	40.0
B-16 Location 6		6.5	0.0	44.0
B-16 Location 7		7.7	0.0	28.0
B-16 Location 8		3.5	0.0	10.0
B-16 Location 9		12.9	1.0	67.0
B-17 Location 1		14.6	0.0	61.0
B-17 Location 10		31.7	9.0	100.0
B-17 Location 11		20.8	0.0	213.0
B-17 Location 12		12.2	0.0	56.0
B-17 Location 13		13.0	0.0	46.0
B-17 Location 14		21.5	7.0	50.0
B-17 Location 2		0.0	0.0	0.0
B-17 Location 3		2.3	0.0	11.7
B-17 Location 4		5.3	0.0	21.0
B-17 Location 5		20.1	0.0	87.0
B-17 Location 6		41.0	3.0	258.0
B-17 Location 7		7.3	1.0	23.0
B-17 Location 9		23.3	4.0	103.0

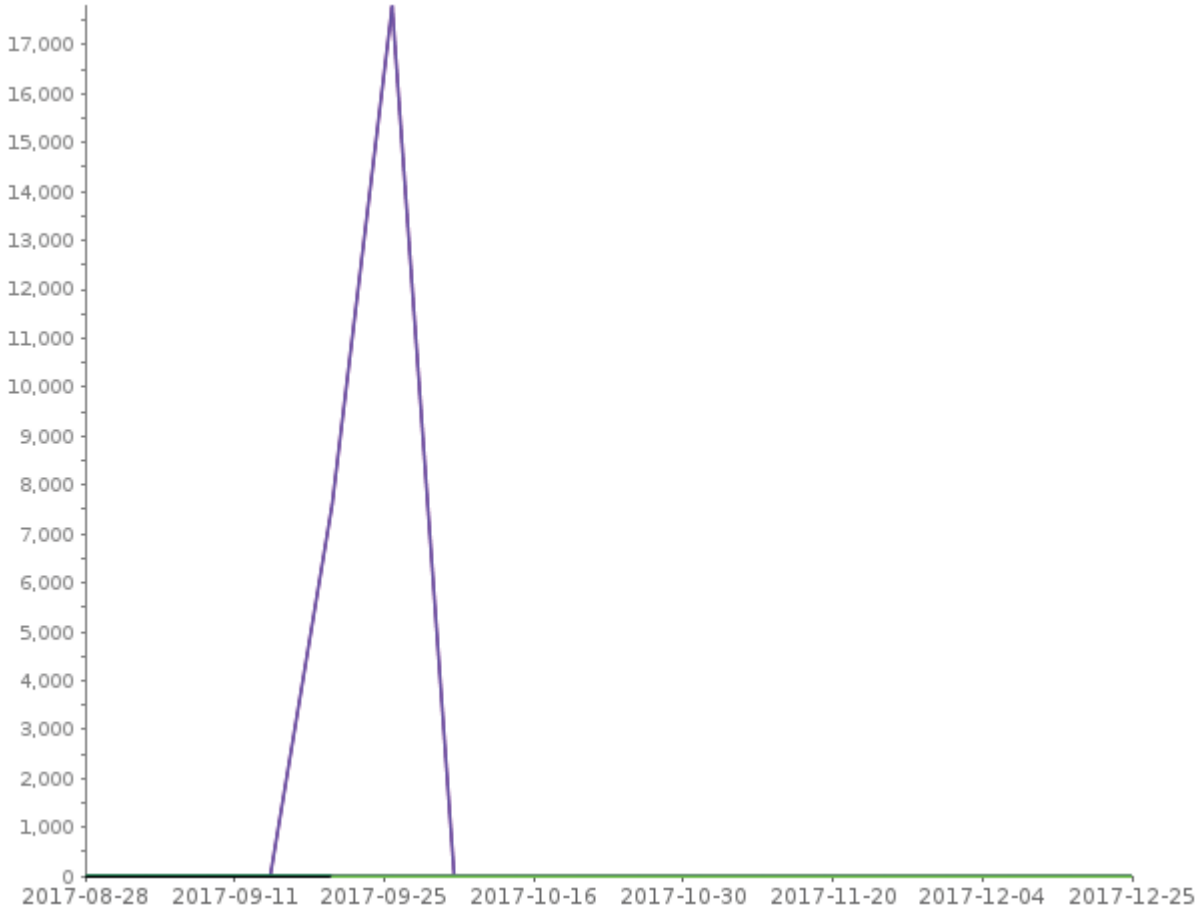
* Based on Average Daily Traffic (ADT)

Weekly* totals report

Covering 18 weeks from 2017-08-28 to 2017-12-31

Report generated on 2018-02-01 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name	Average	Min	Max
B-16 Location 1	27.3	2.0	128.0
B-16 Location 10	7.5	1.0	45.0
B-16 Location 11	3.8	0.0	34.0
B-16 Location 2	5.6	2.0	16.0
B-16 Location 3	0.8	0.0	5.0
B-16 Location 4	5.8	0.0	14.0
B-16 Location 5	7.5	0.0	40.0
B-16 Location 6	6.5	0.0	44.0
B-16 Location 7	7.7	0.0	28.0
B-16 Location 8	3.5	0.0	10.0
B-16 Location 9	12.9	1.0	67.0
B-17 Location 1	14.6	0.0	61.0
B-17 Location 10	31.7	9.0	100.0
B-17 Location 11	20.8	0.0	213.0
B-17 Location 12	12.2	0.0	56.0
B-17 Location 13	13.0	0.0	46.0
B-17 Location 14	21.5	7.0	50.0
B-17 Location 2	0.0	0	0
B-17 Location 3	2.3	0.0	11.7
B-17 Location 4	5.3	0.0	21.0
B-17 Location 5	20.1	0.0	87.0
B-17 Location 6	41.0	3.0	258.0
B-17 Location 7	7.3	1.0	23.0
B-17 Location 8	1,415.6	0.0	17,814.0
B-17 Location 9	23.3	4.0	103.0

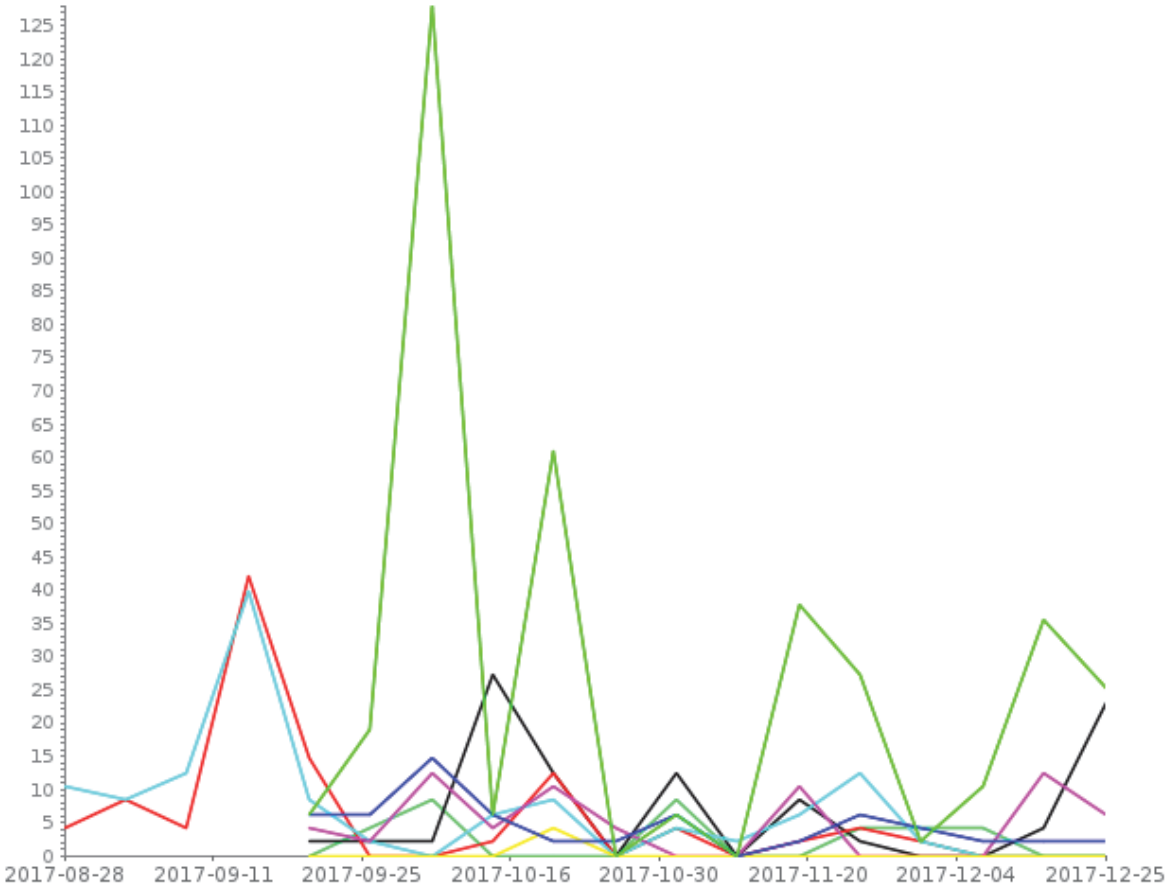
* Based on Average Daily Traffic (ADT)

Weekly* totals report

Covering 18 weeks from 2017-08-28 to 2017-12-31

Report generated on 2018-02-01 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name		Average	Min	Max
B-16 Location 1		27.3	2.0	128.0
B-16 Location 2		5.6	2.0	16.0
B-16 Location 3		0.8	0.0	5.0
B-16 Location 4		5.8	0.0	14.0
B-16 Location 5		7.5	0.0	40.0
B-16 Location 6		6.5	0.0	44.0
B-16 Location 7		7.7	0.0	28.0
B-16 Location 8		3.5	0.0	10.0

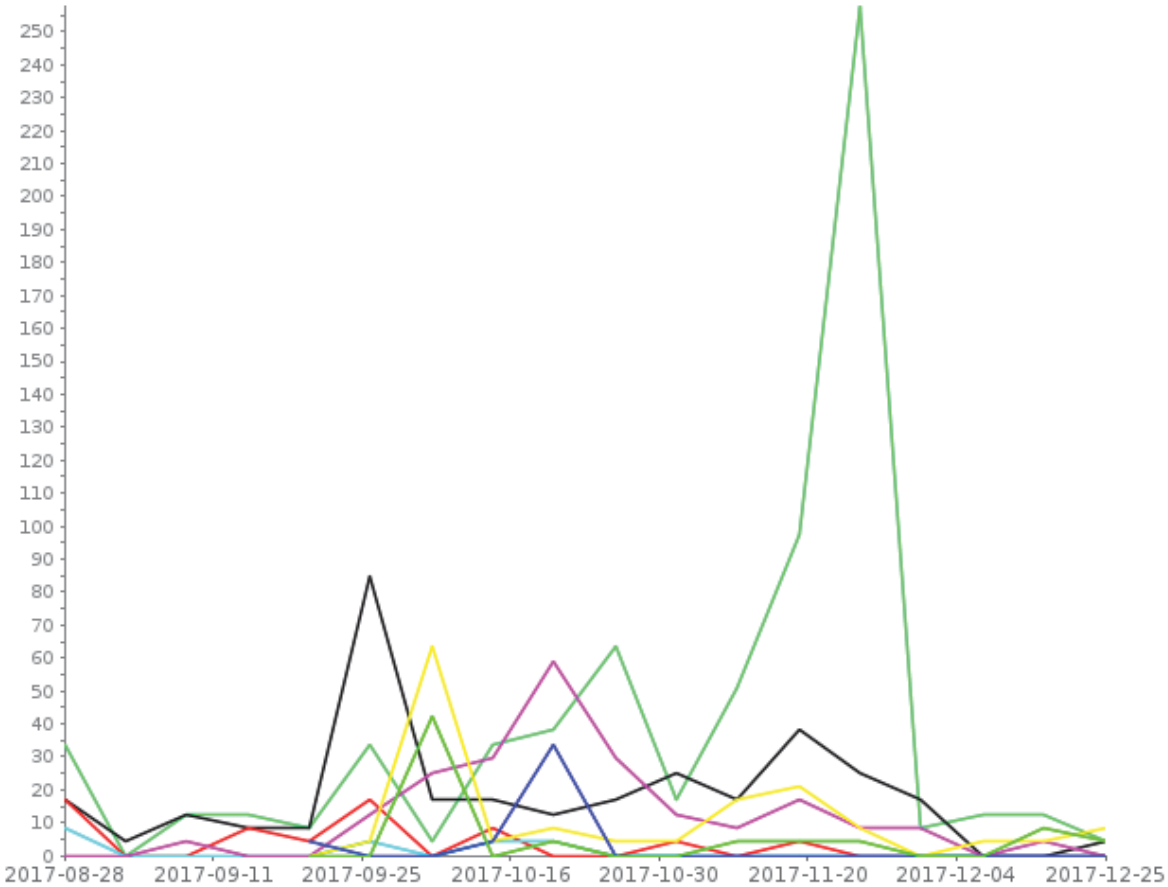
* Based on Average Daily Traffic (ADT)

Weekly* totals report

Covering 18 weeks from 2017-08-28 to 2017-12-31

Report generated on 2018-02-01 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name		Average	Min	Max
B-16 Location 10		7.5	1.0	45.0
B-16 Location 11		3.8	0.0	34.0
B-16 Location 9		12.9	1.0	67.0
B-17 Location 1		14.6	0.0	61.0
B-17 Location 3		2.3	0.0	11.7
B-17 Location 4		5.3	0.0	21.0
B-17 Location 5		20.1	0.0	87.0
B-17 Location 6		41.0	3.0	258.0

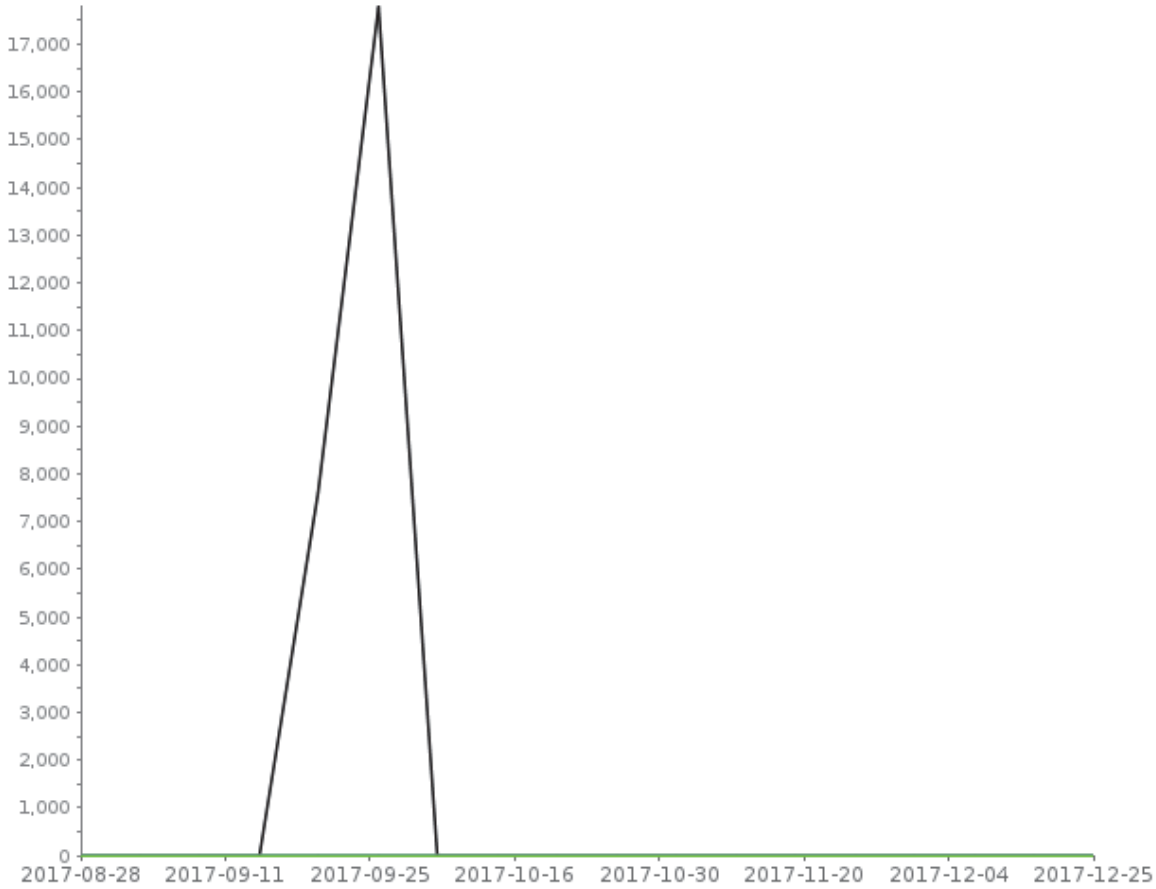
* Based on Average Daily Traffic (ADT)

Weekly* totals report

Covering 18 weeks from 2017-08-28 to 2017-12-31

Report generated on 2018-02-01 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name		Average	Min	Max
B-17 Location 10		31.7	9.0	100.0
B-17 Location 11		20.8	0.0	213.0
B-17 Location 12		12.2	0.0	56.0
B-17 Location 13		13.0	0.0	46.0
B-17 Location 14		21.5	7.0	50.0
B-17 Location 7		7.3	1.0	23.0
B-17 Location 8		1,415.6	0.0	17,814.0
B-17 Location 9		23.3	4.0	103.0

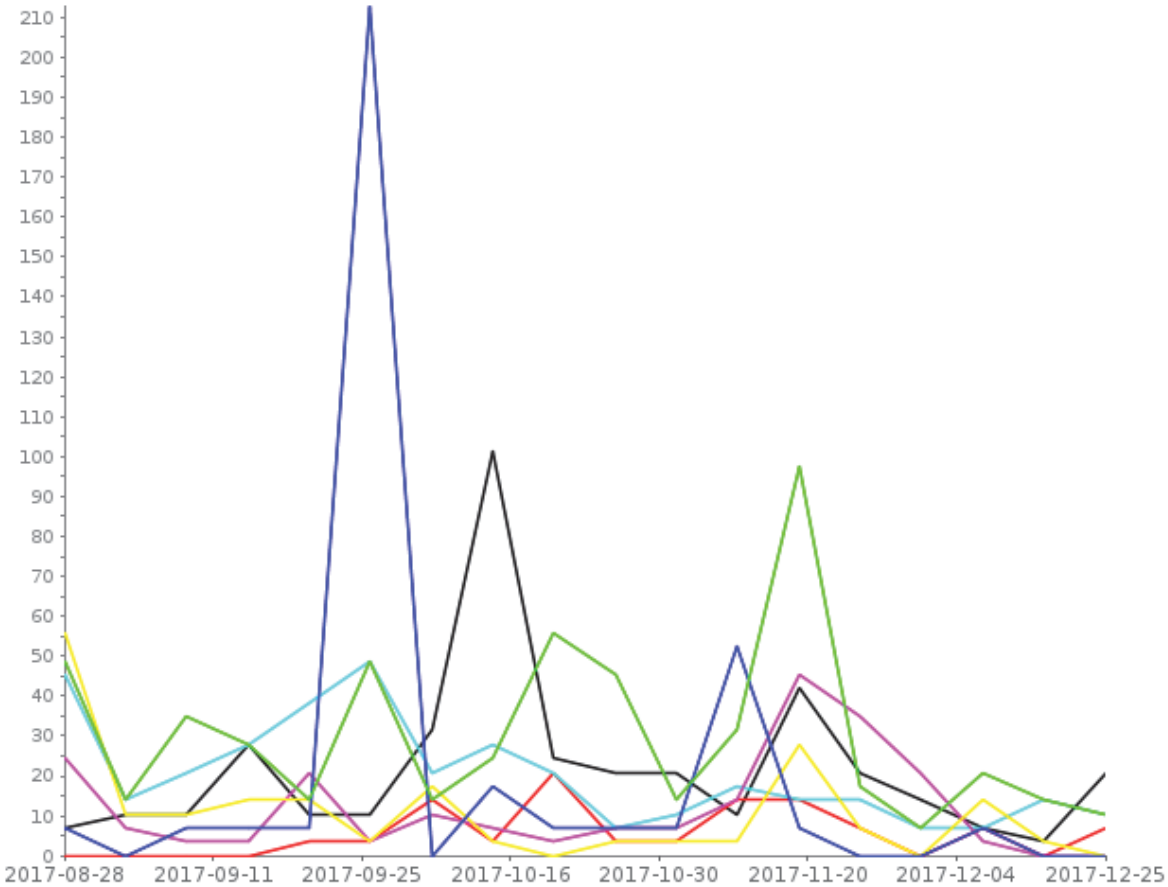
* Based on Average Daily Traffic (ADT)

Weekly* totals report

Covering 18 weeks from 2017-08-28 to 2017-12-31

Report generated on 2018-02-01 by Scott.Barker@cardno-gs.com

www.trafx.net



Site Name		Average	Min	Max
B-17 Location 10		31.7	9.0	100.0
B-17 Location 11		20.8	0.0	213.0
B-17 Location 12		12.2	0.0	56.0
B-17 Location 13		13.0	0.0	46.0
B-17 Location 14		21.5	7.0	50.0
B-17 Location 7		7.3	1.0	23.0
B-17 Location 9		23.3	4.0	103.0

* Based on Average Daily Traffic (ADT)

This page intentionally left blank.

Master Summary

Download as Excel CSV

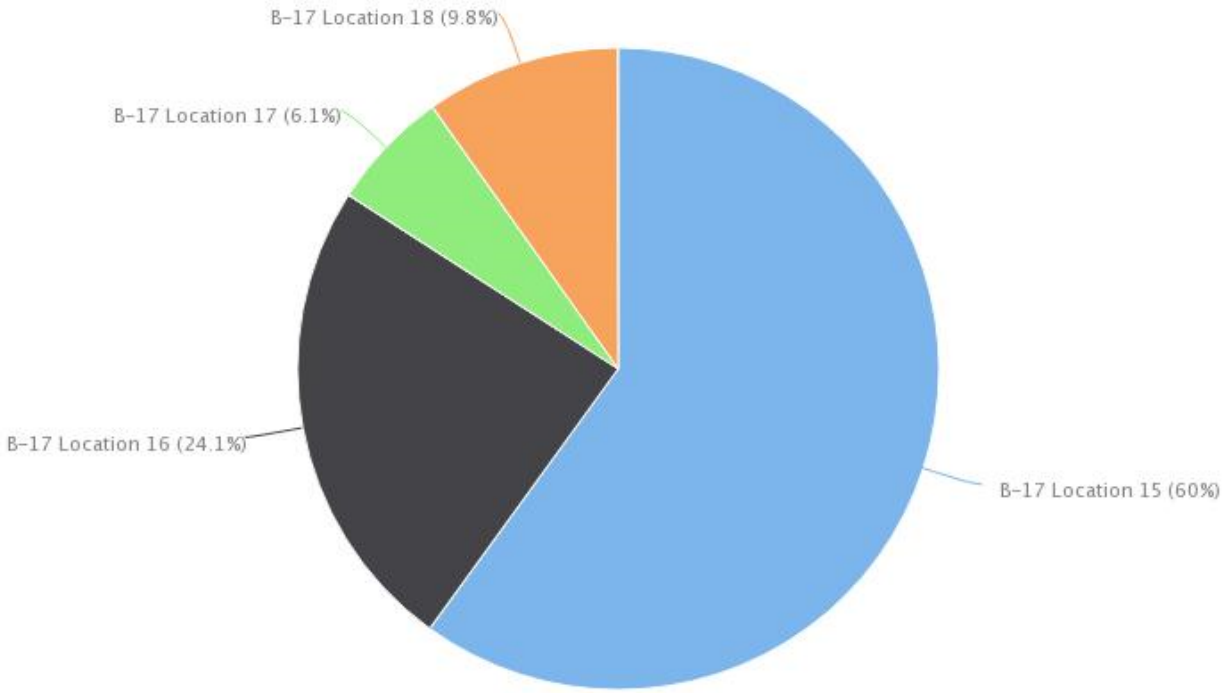
Year	Site	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	ADT†	ADT†x365	Days with data
2018	B-17 Location 15						*233**	38	87	*145**				3.500	*1,278*	96
	B-17 Location 16						*36**	78	21	*28**				1.406	*513*	96
	B-17 Location 17						*8**	15	15	*0**				0.354	*129*	96
	B-17 Location 18						*15**	22	16	*15**				0.573	*209*	96

ADT† = Average Daily Traffic

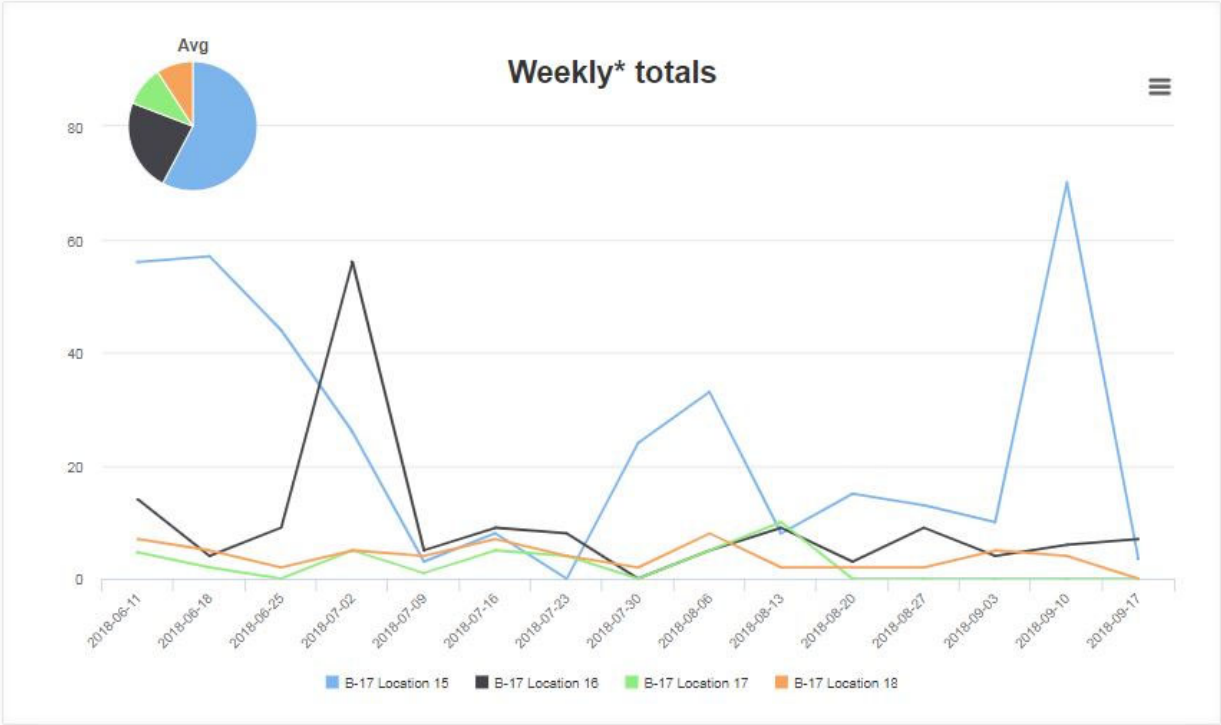
* = based upon that month's ADT Learn more Indicates months with less than 6 days of data.

Compare Sites

2018-06-13 to 2018-09-18



Site Name	Daily Average
B-17 Location 15	3.5 (60.0%)
B-17 Location 16	1.4 (24.1%)
B-17 Location 17	0.4 (6.1%)
B-17 Location 18	0.6 (9.8%)



	B-17 Location 15	B-17 Location 16	B-17 Location 17	B-17 Location 18
2018-06-11	56	14	4.7	7
2018-06-18	57	4	2	5
2018-06-25	44	9	0	2
2018-07-02	26	56	5	5
2018-07-09	3	5	1	4
2018-07-16	8	9	5	7
2018-07-23	0	8	4	4
2018-07-30	24	0	0	2
2018-08-06	33	5	5	8
2018-08-13	8	9	10	2
2018-08-20	15	3	0	2
2018-08-27	13	9	0	2
2018-09-03	10	4	0	5
2018-09-10	70	6	0	4
2018-09-17	3.5	7	0	0

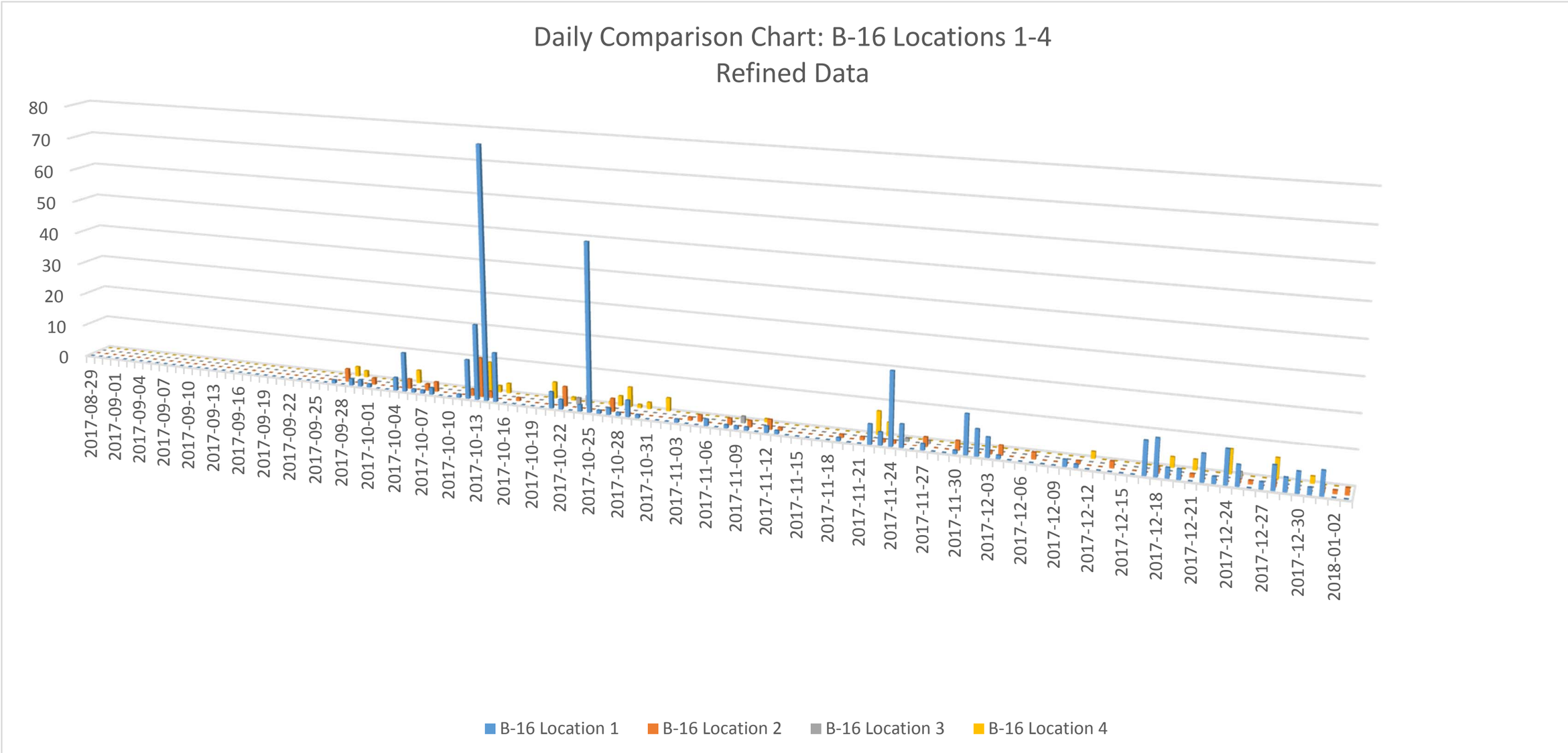
Excel CSV

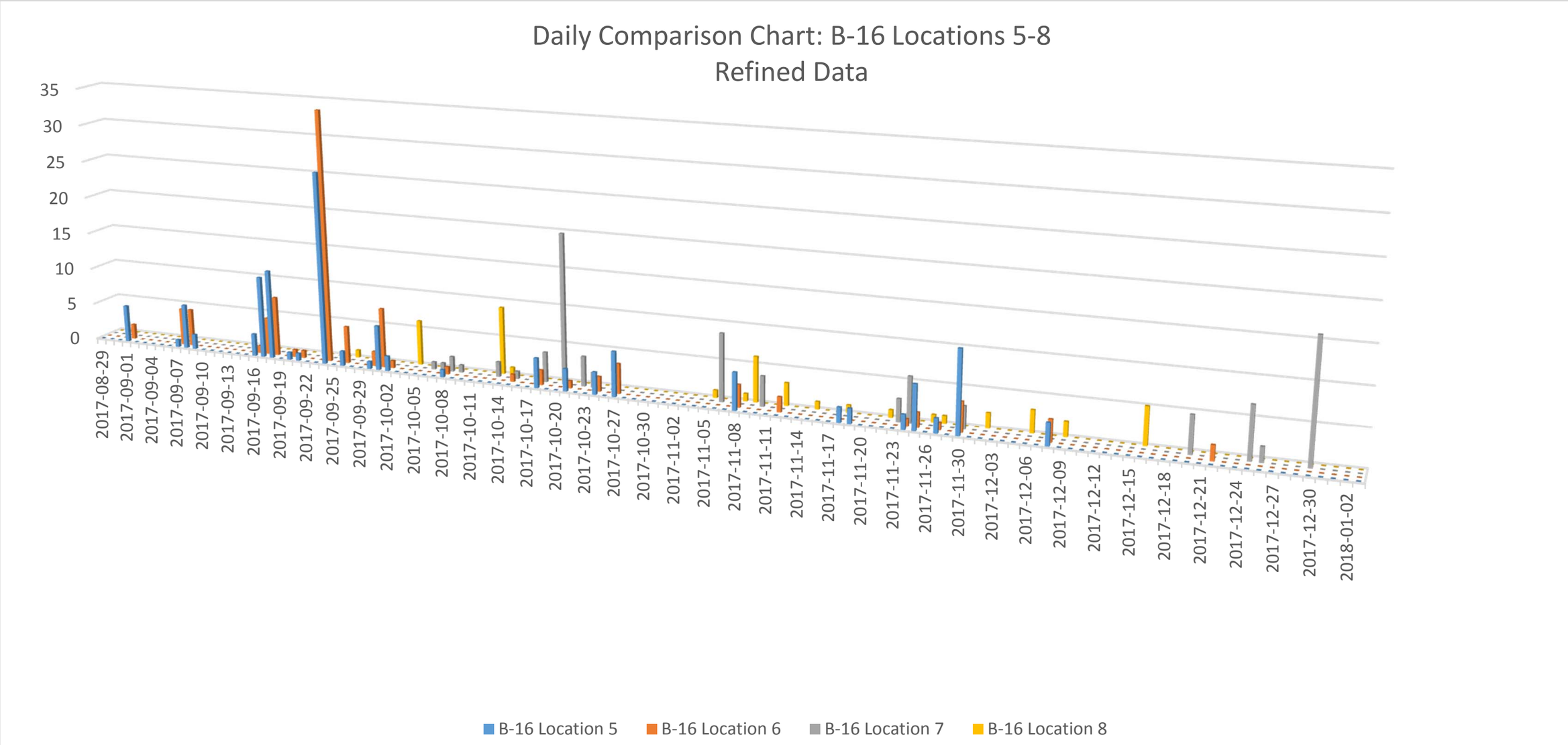
* Based on Average Daily Traffic (ADT)

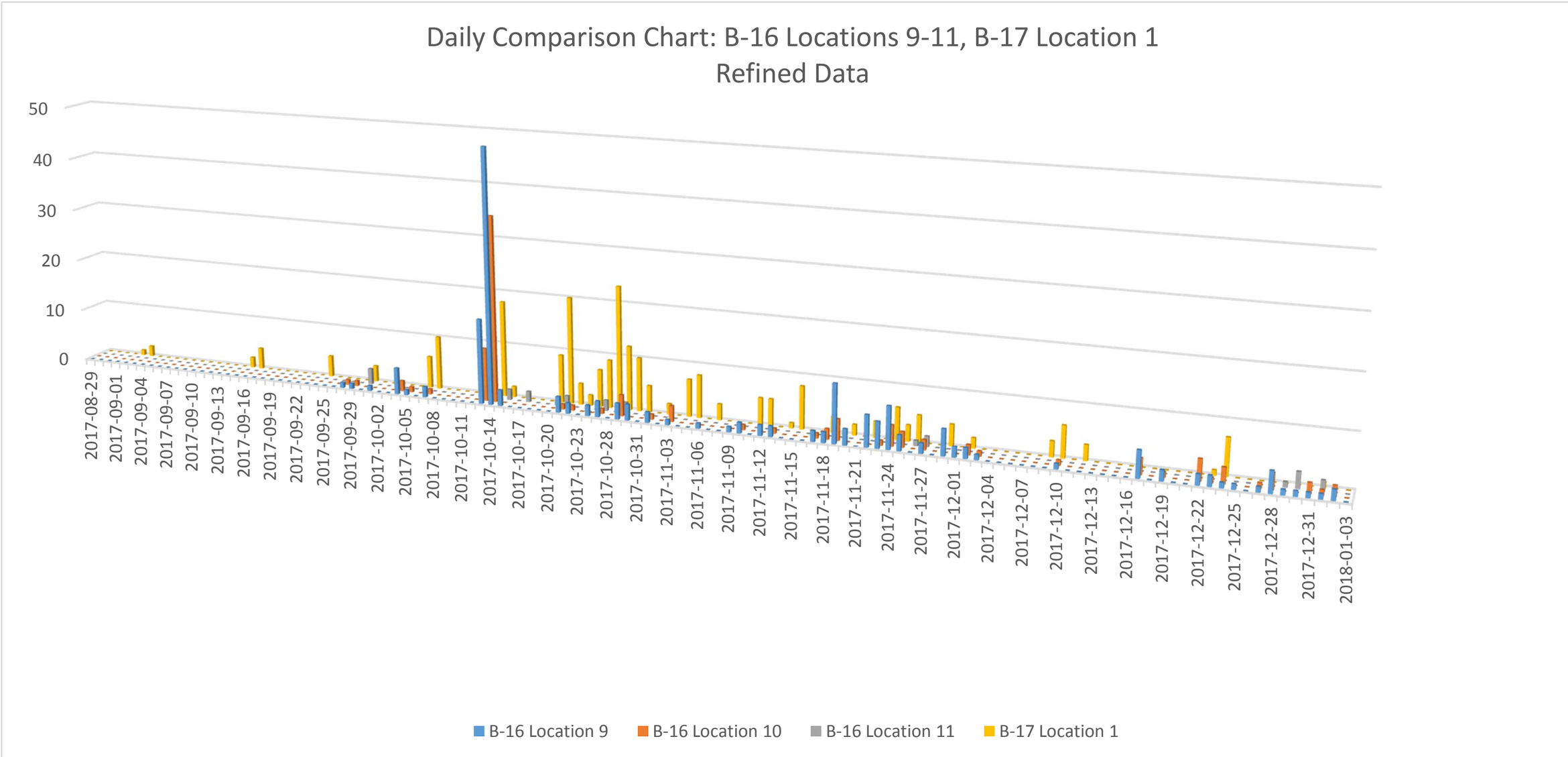
Attachment B

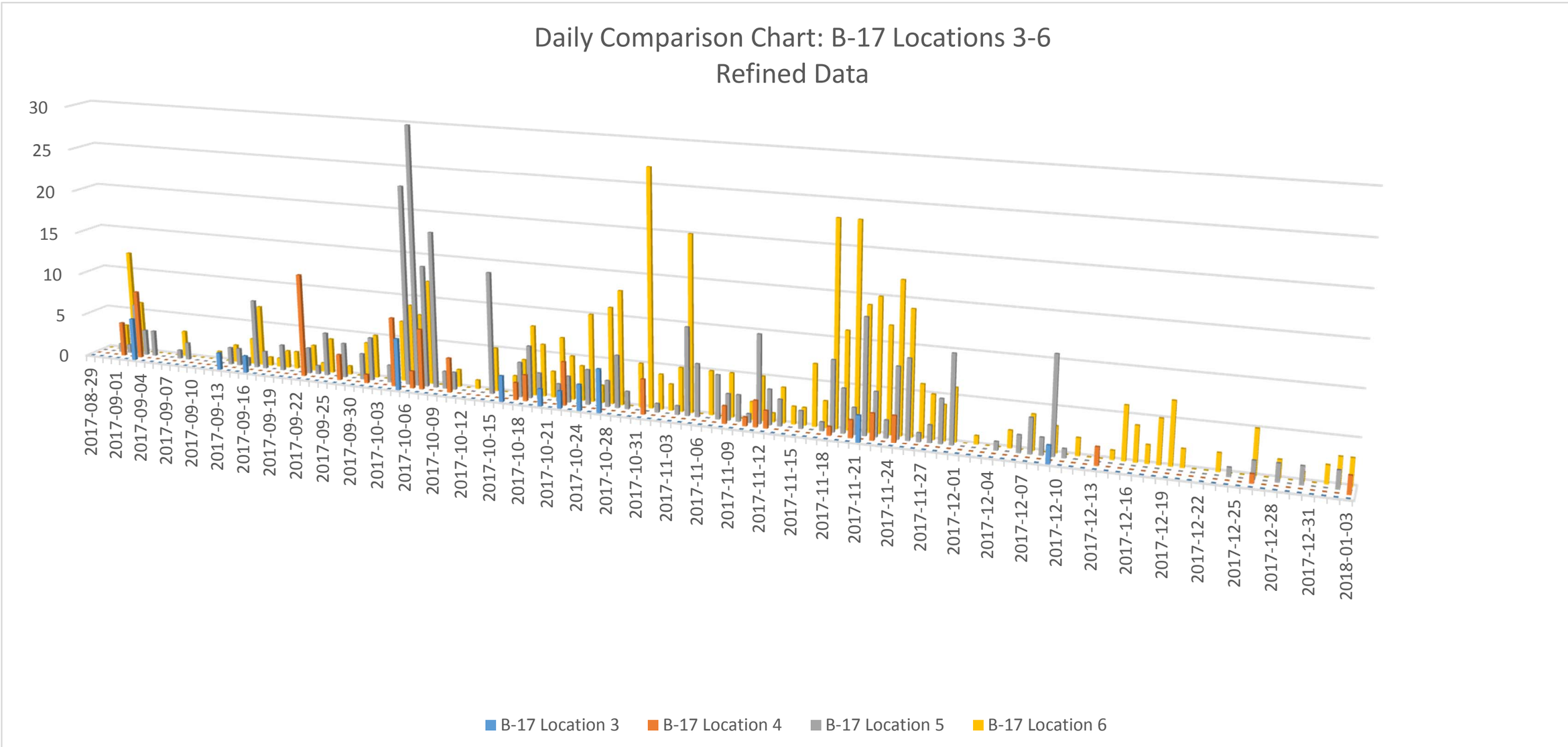
Refined Data

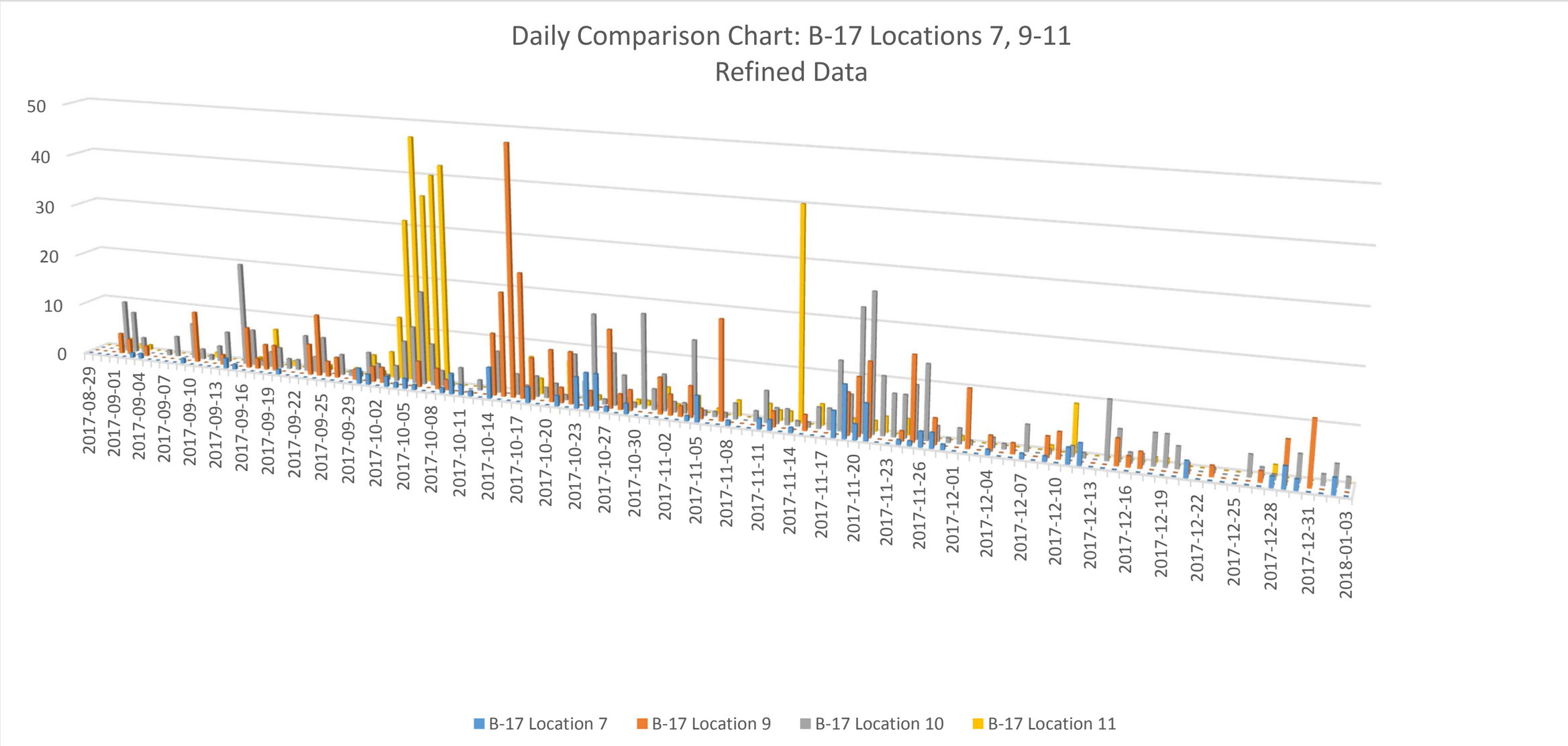
This page intentionally left blank.

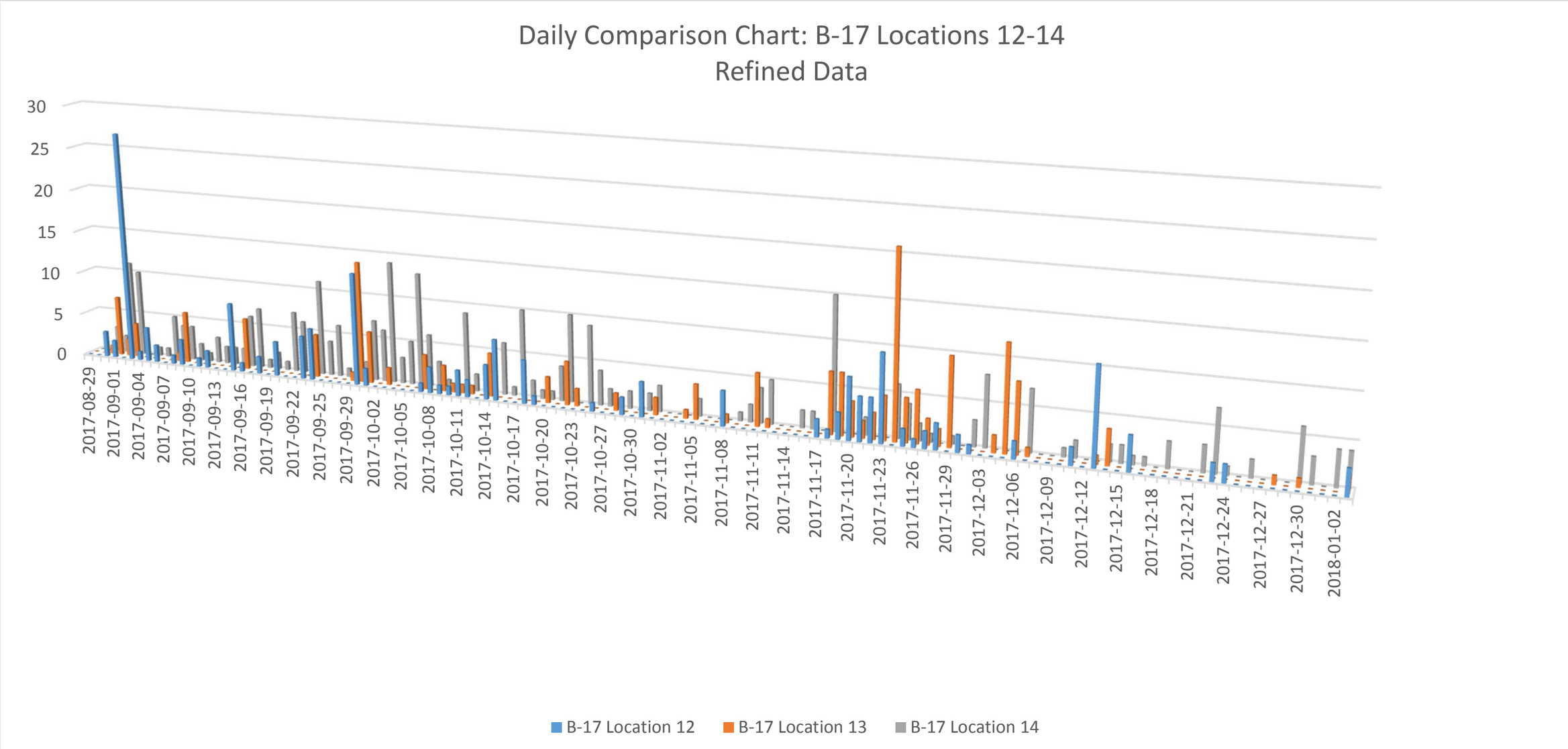

Daily Comparison Chart: B-16 Locations 1-4
Refined Data
80
70
60
50
40
30
20
10
0
2017-08-29
2017-09-01
2017-09-04
2017-09-07
2017-09-10
2017-09-13
2017-09-16
2017-09-19
2017-09-22
2017-09-25
2017-09-28
2017-10-01
2017-10-04
2017-10-07
2017-10-10
2017-10-13
2017-10-16
2017-10-19
2017-10-22
2017-10-25
2017-10-28
2017-10-31
2017-11-03
2017-11-06
2017-11-09
2017-11-12
2017-11-15
2017-11-18
2017-11-21
2017-11-24
2017-11-27
2017-11-30
2017-12-03
2017-12-06
2017-12-09
2017-12-12
2017-12-15
2017-12-18
2017-12-21
2017-12-24
2017-12-27
2017-12-30
2018-01-02
B-16 Location 1
B-16 Location 2
B-16 Location 3
B-16 Location 4

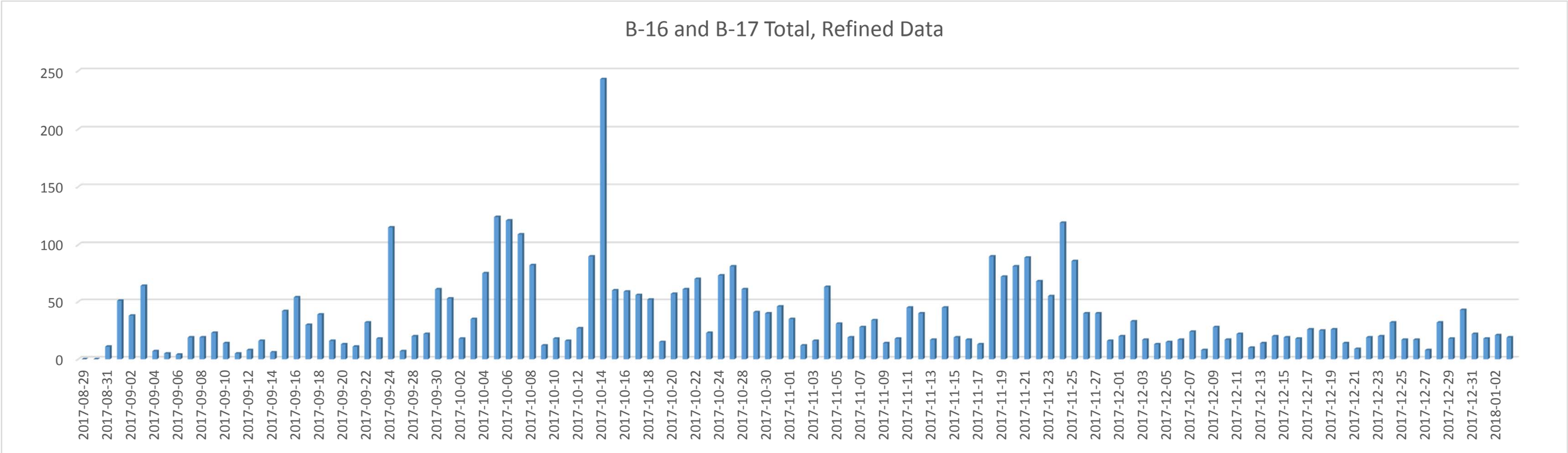

Daily Comparison Chart: B-16 Locations 5-8
Refined Data
35
30
25
20
15
10
5
0
2017-08-29
2017-09-01
2017-09-04
2017-09-07
2017-09-10
2017-09-13
2017-09-16
2017-09-19
2017-09-22
2017-09-25
2017-09-29
2017-10-02
2017-10-05
2017-10-08
2017-10-11
2017-10-14
2017-10-17
2017-10-20
2017-10-23
2017-10-27
2017-10-30
2017-11-02
2017-11-05
2017-11-08
2017-11-11
2017-11-14
2017-11-17
2017-11-20
2017-11-23
2017-11-26
2017-11-30
2017-12-03
2017-12-06
2017-12-09
2017-12-12
2017-12-15
2017-12-18
2017-12-21
2017-12-24
2017-12-27
2017-12-30
2018-01-02
B-16 Location 5
B-16 Location 6
B-16 Location 7
B-16 Location 8

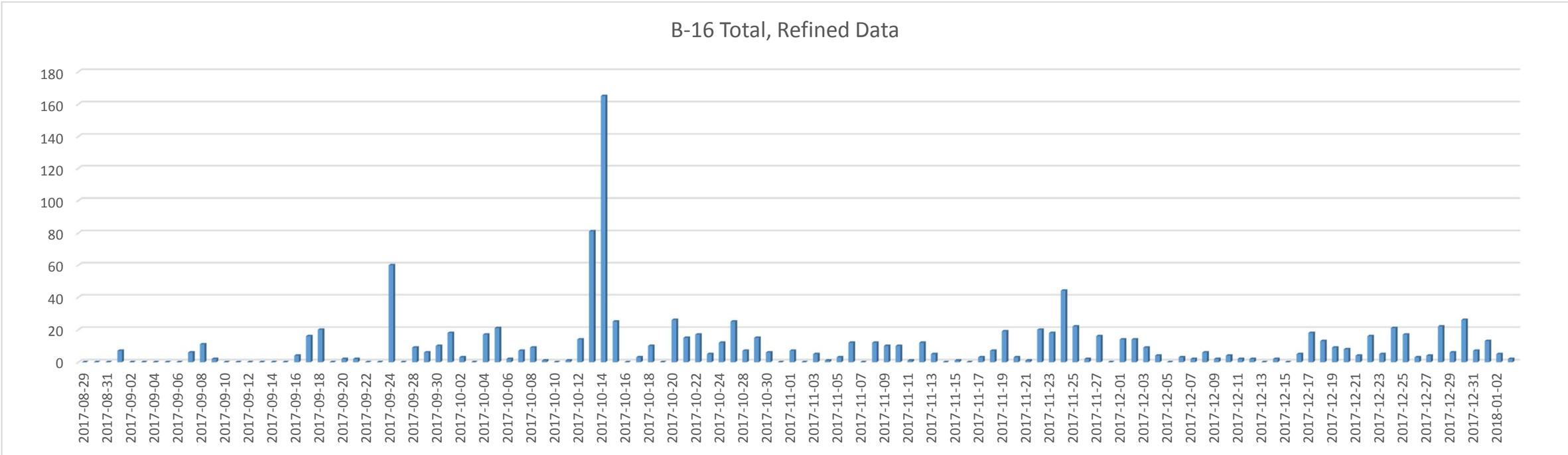

Daily Comparison Chart: B-16 Locations 9-11, B-17 Location 1
Refined Data
50
40
30
20
10
0
2017-08-29
2017-09-01
2017-09-04
2017-09-07
2017-09-10
2017-09-13
2017-09-16
2017-09-19
2017-09-22
2017-09-25
2017-09-29
2017-10-02
2017-10-05
2017-10-08
2017-10-11
2017-10-14
2017-10-17
2017-10-20
2017-10-23
2017-10-28
2017-10-31
2017-11-03
2017-11-06
2017-11-09
2017-11-12
2017-11-15
2017-11-18
2017-11-21
2017-11-24
2017-11-27
2017-12-01
2017-12-04
2017-12-07
2017-12-10
2017-12-13
2017-12-16
2017-12-19
2017-12-22
2017-12-25
2017-12-28
2017-12-31
2018-01-03
B-16 Location 9
B-16 Location 10
B-16 Location 11
B-17 Location 1

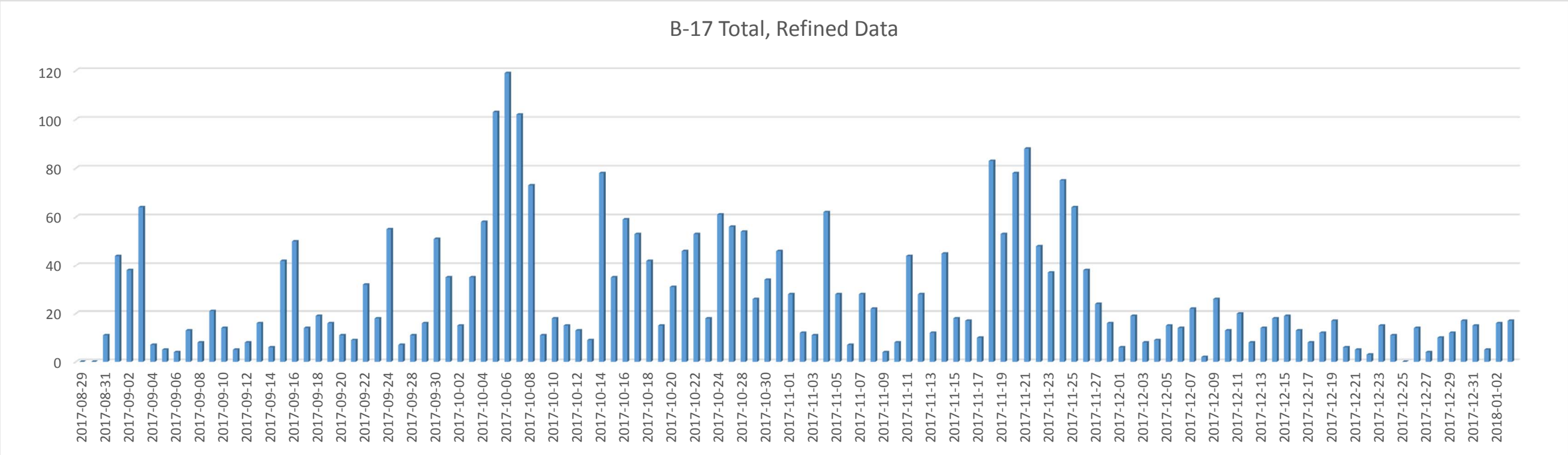

Daily Comparison Chart: B-17 Locations 3-6
Refined Data
30
25
20
15
10
5
0
2017-08-29
2017-09-01
2017-09-04
2017-09-07
2017-09-10
2017-09-13
2017-09-16
2017-09-19
2017-09-22
2017-09-25
2017-09-30
2017-10-03
2017-10-06
2017-10-09
2017-10-12
2017-10-15
2017-10-18
2017-10-21
2017-10-24
2017-10-28
2017-10-31
2017-11-03
2017-11-06
2017-11-09
2017-11-12
2017-11-15
2017-11-18
2017-11-21
2017-11-24
2017-11-27
2017-12-01
2017-12-04
2017-12-07
2017-12-10
2017-12-13
2017-12-16
2017-12-19
2017-12-22
2017-12-25
2017-12-28
2017-12-31
2018-01-03
B-17 Location 3
B-17 Location 4
B-17 Location 5
B-17 Location 6

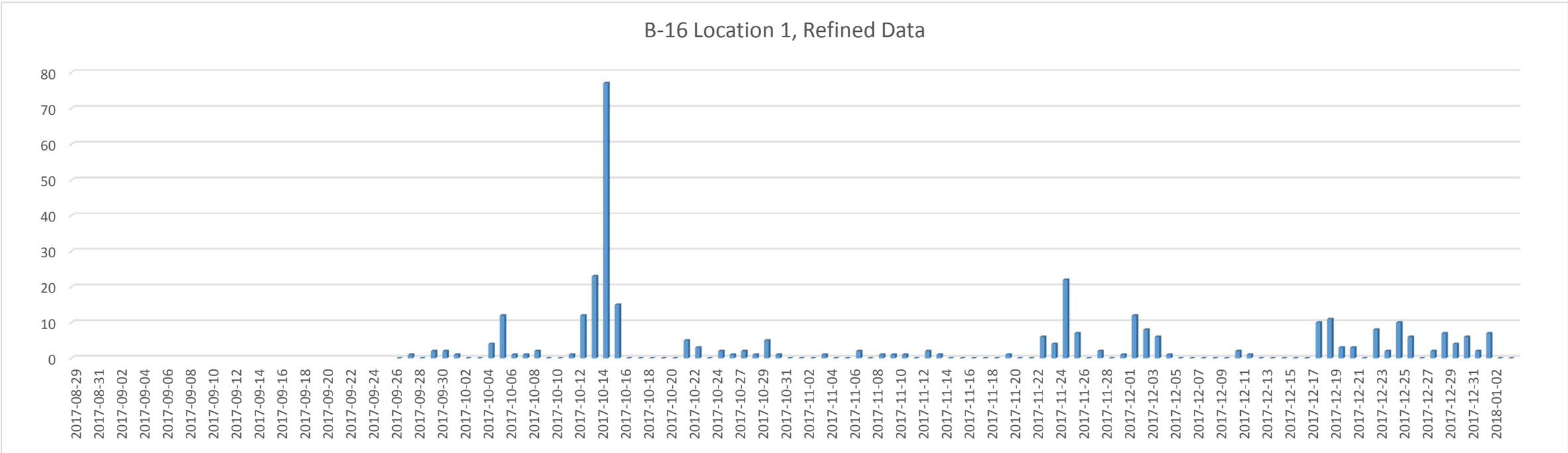

Daily Comparison Chart: B-17 Locations 7, 9-11
Refined Data
50
40
30
20
10
0
2017-08-29
2017-09-01
2017-09-04
2017-09-07
2017-09-10
2017-09-13
2017-09-16
2017-09-19
2017-09-22
2017-09-25
2017-09-29
2017-10-02
2017-10-05
2017-10-08
2017-10-11
2017-10-14
2017-10-17
2017-10-20
2017-10-23
2017-10-27
2017-10-30
2017-11-02
2017-11-05
2017-11-08
2017-11-11
2017-11-14
2017-11-17
2017-11-20
2017-11-23
2017-11-26
2017-12-01
2017-12-04
2017-12-07
2017-12-10
2017-12-13
2017-12-16
2017-12-19
2017-12-22
2017-12-25
2017-12-28
2017-12-31
2018-01-03
B-17 Location 7
B-17 Location 9
B-17 Location 10
B-17 Location 11

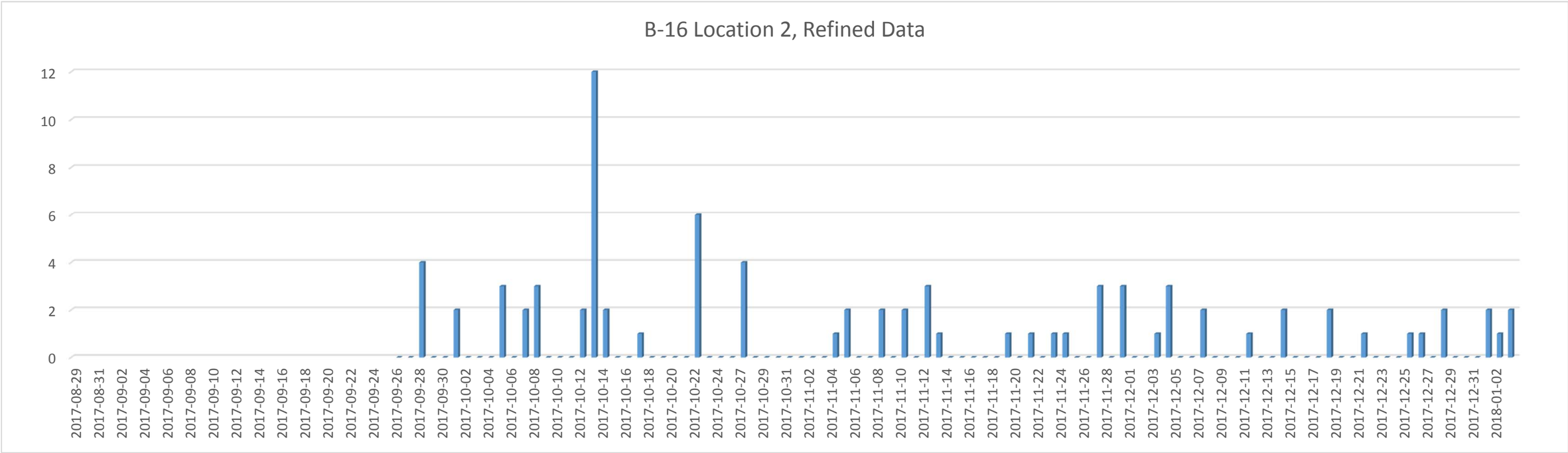

Daily Comparison Chart: B-17 Locations 12-14
Refined Data
30
25
20
15
10
5
0
2017-08-29
2017-09-01
2017-09-04
2017-09-07
2017-09-10
2017-09-13
2017-09-16
2017-09-19
2017-09-22
2017-09-25
2017-09-29
2017-10-02
2017-10-05
2017-10-08
2017-10-11
2017-10-14
2017-10-17
2017-10-20
2017-10-23
2017-10-27
2017-10-30
2017-11-02
2017-11-05
2017-11-08
2017-11-11
2017-11-14
2017-11-17
2017-11-20
2017-11-23
2017-11-26
2017-11-29
2017-12-03
2017-12-06
2017-12-09
2017-12-12
2017-12-15
2017-12-18
2017-12-21
2017-12-24
2017-12-27
2017-12-30
2018-01-02
B-17 Location 12
B-17 Location 13
B-17 Location 14

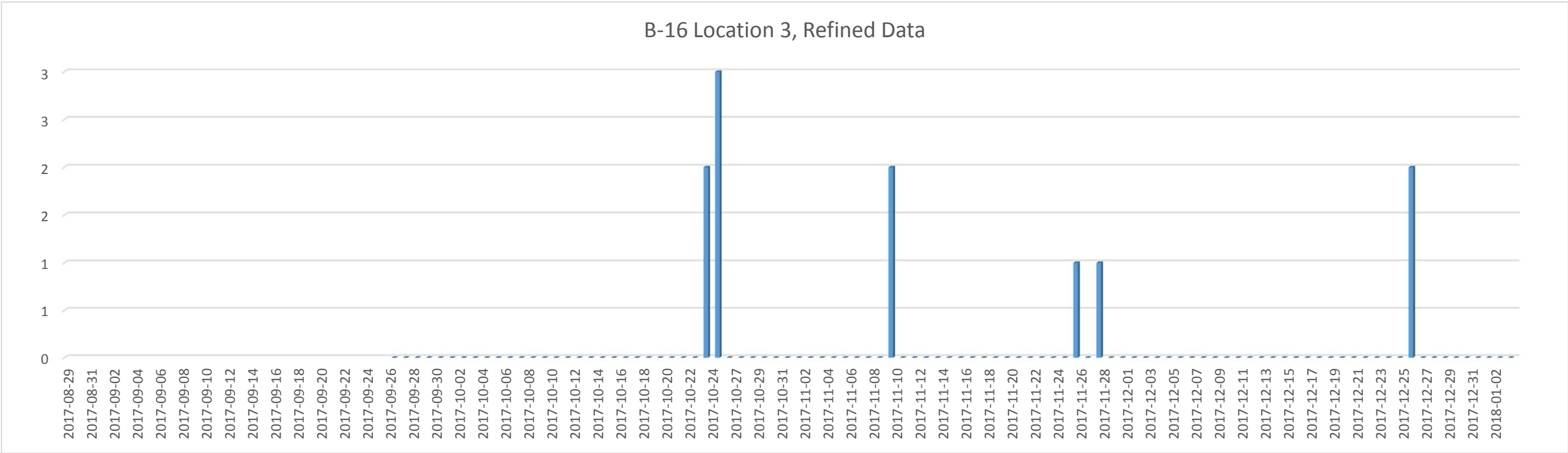

B-16 and B-17 Total, Refined Data
250
200
150
100
50
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

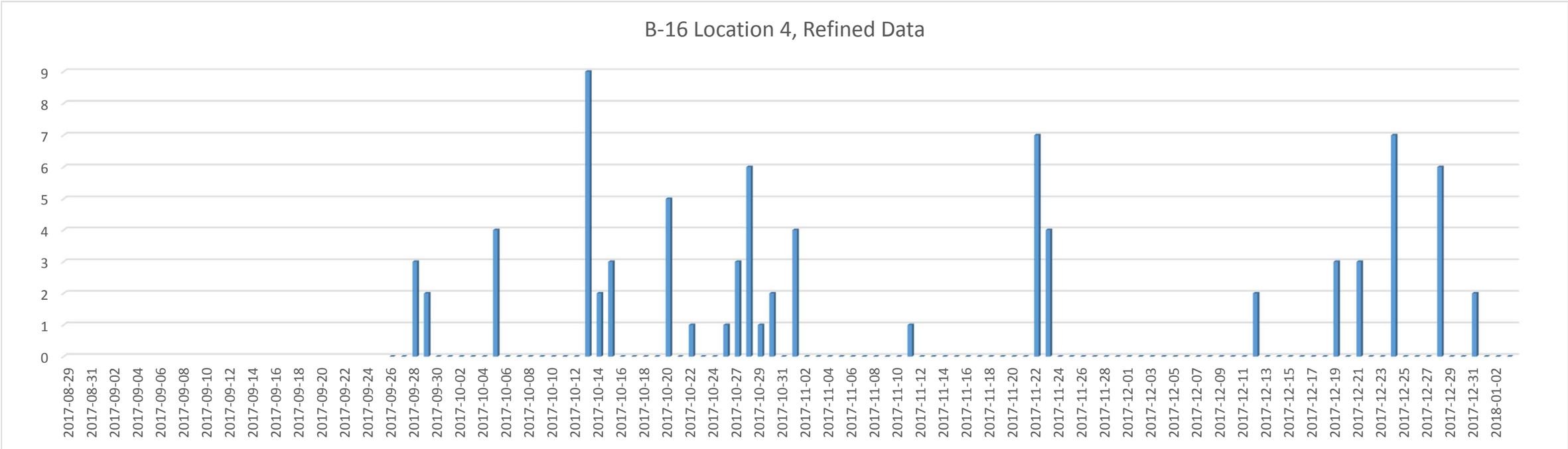

B-16 Total, Refined Data
180
160
140
120
100
80
60
40
20
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

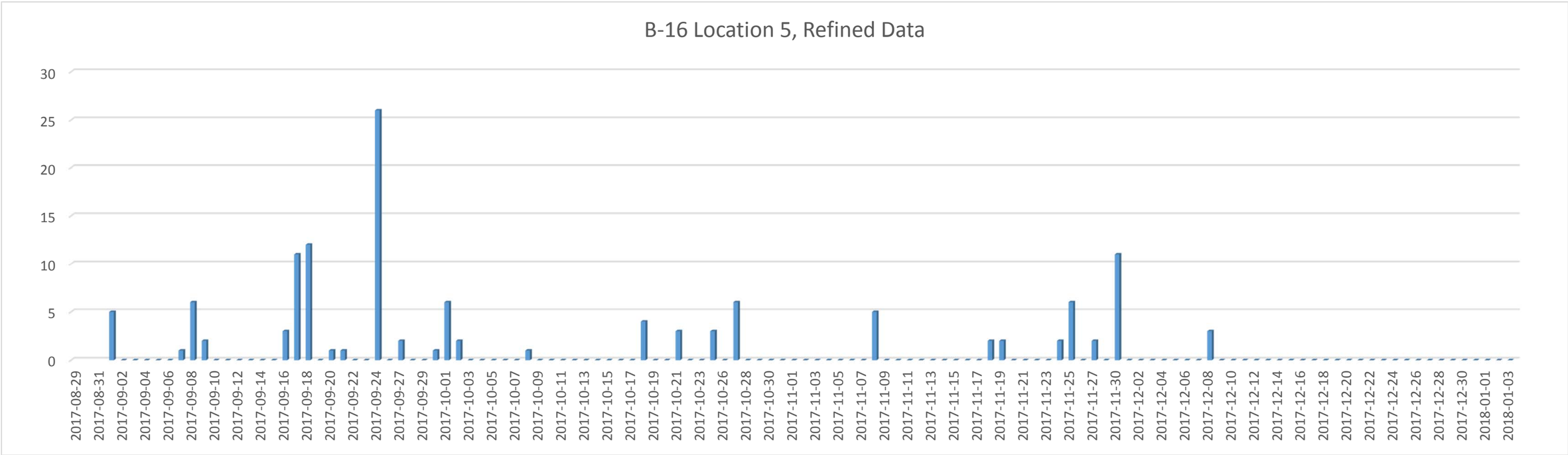

B-17 Total, Refined Data
120
100
80
60
40
20
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

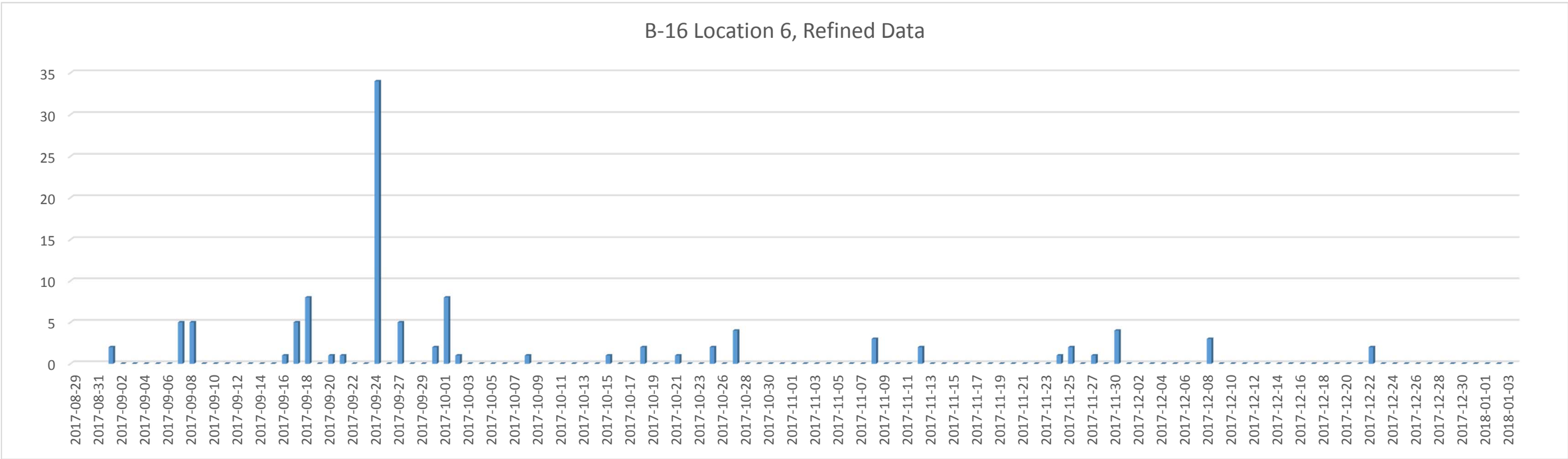

B-16 Location 1, Refined Data
80
70
60
50
40
30
20
10
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

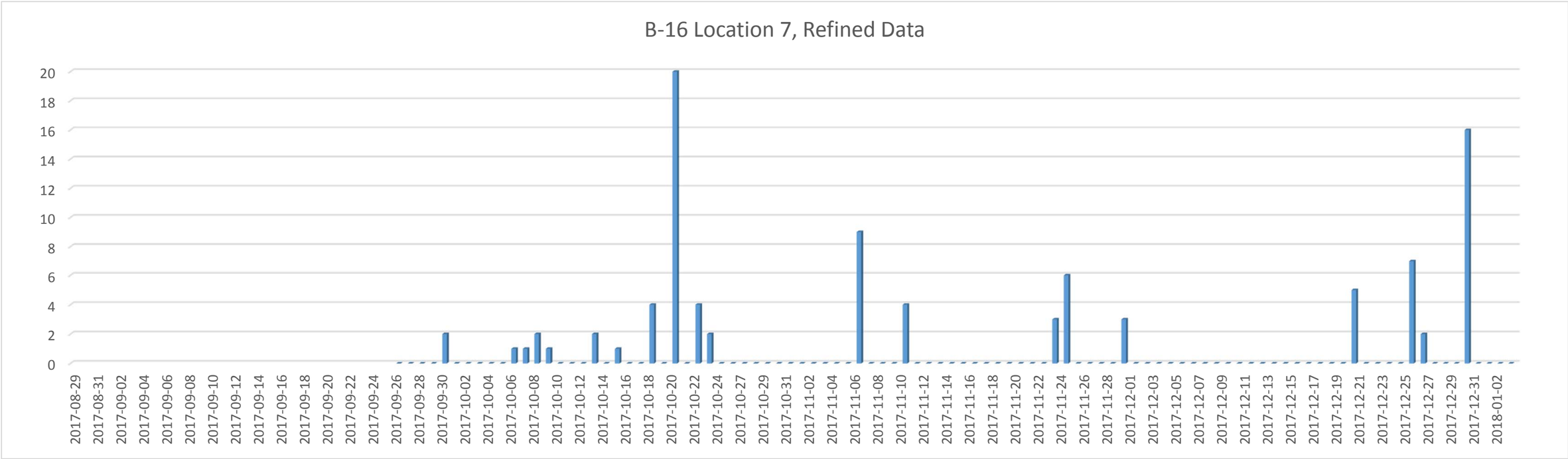

B-16 Location 2, Refined Data
12
10
8
6
4
2
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

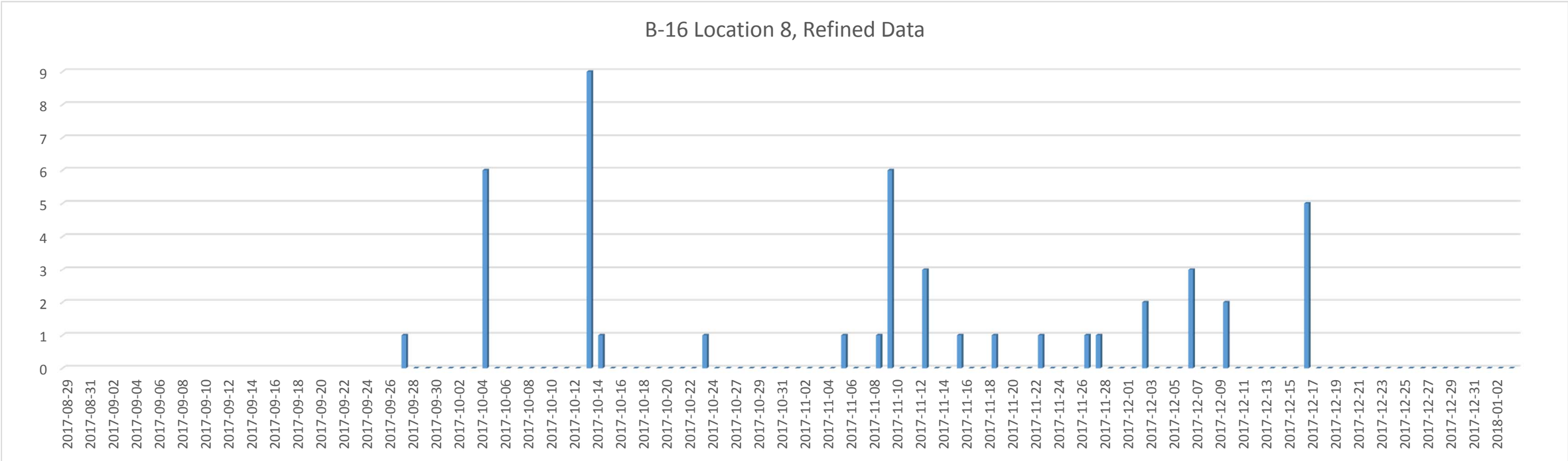

B-16 Location 3, Refined Data
3
3
2
2
1
1
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

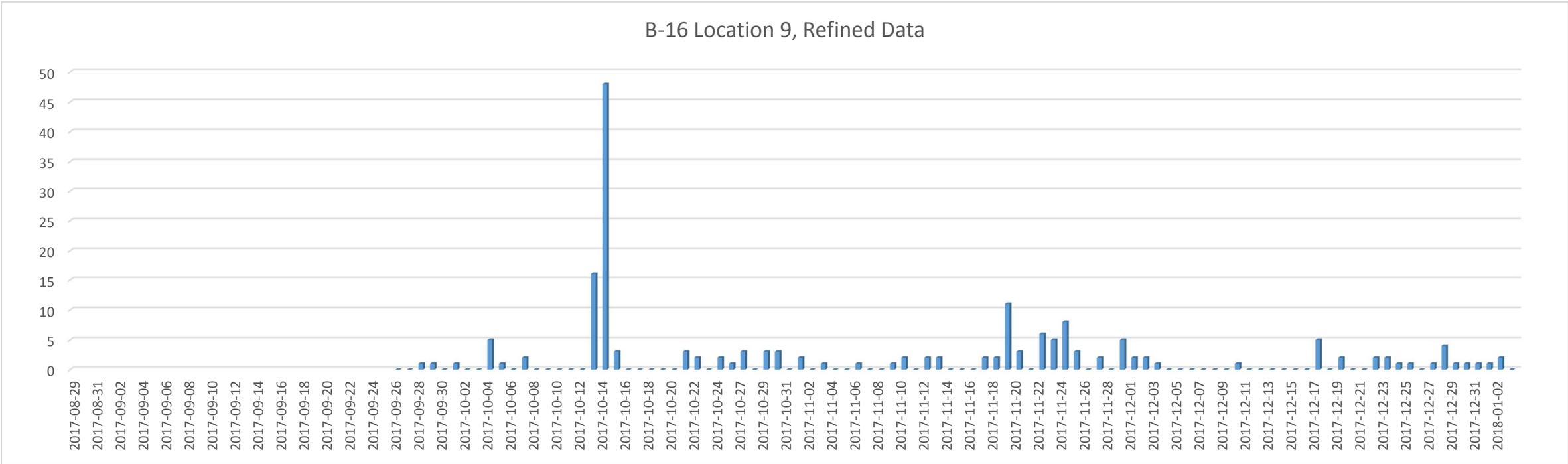

B-16 Location 4, Refined Data
9
8
7
6
5
4
3
2
1
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

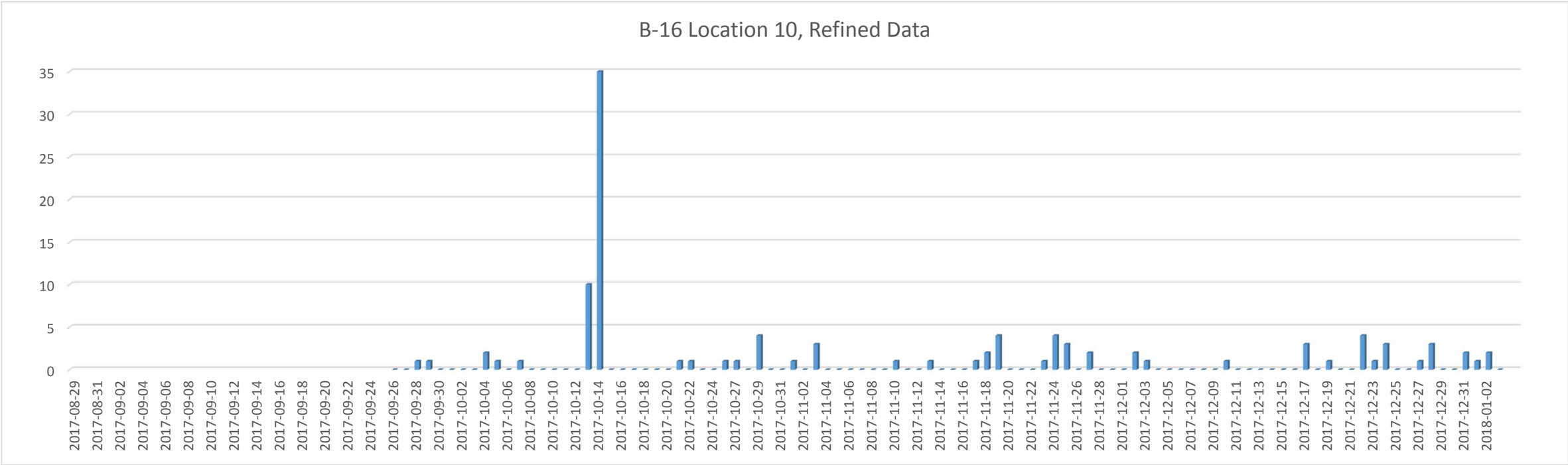

B-16 Location 5, Refined Data
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-27
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-26
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-30
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

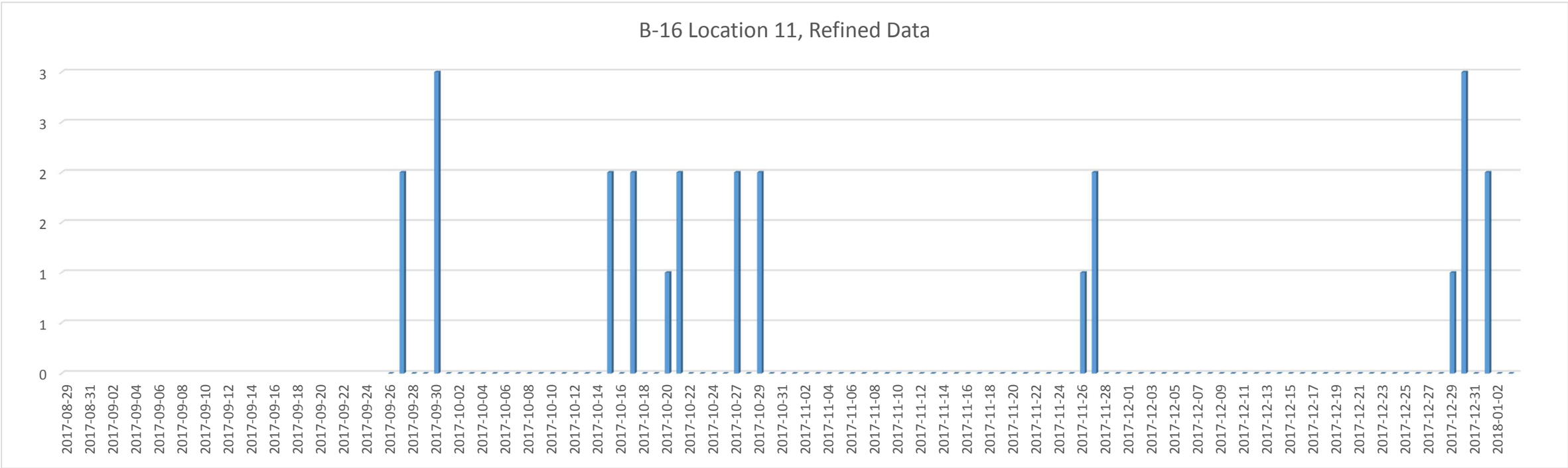

B-16 Location 6, Refined Data
35
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-27
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-26
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-30
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

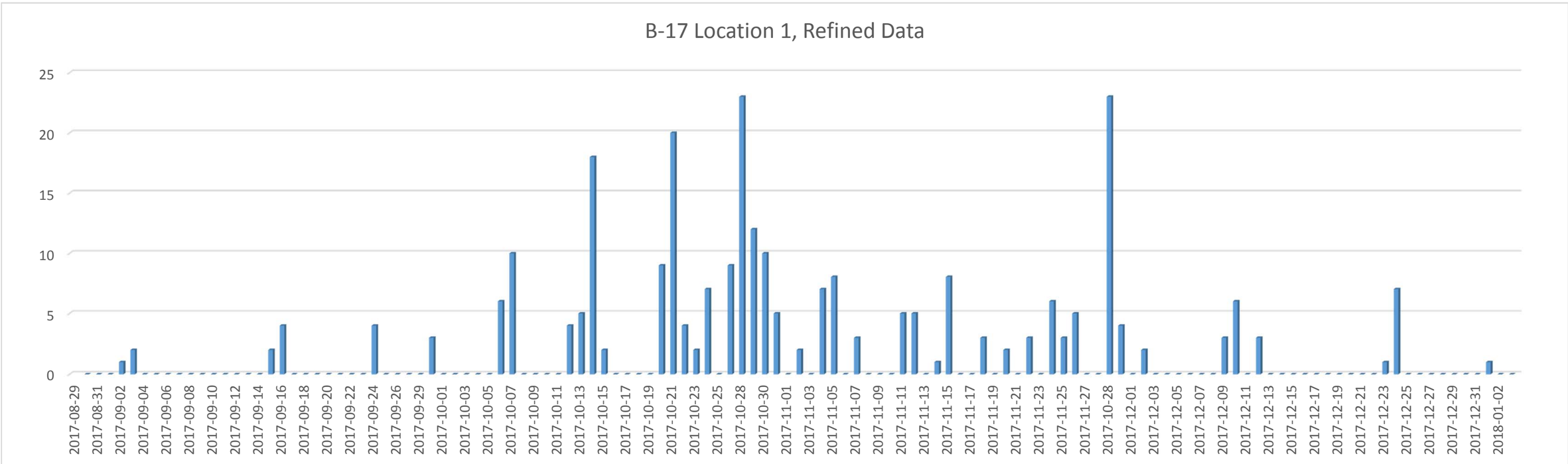

B-16 Location 7, Refined Data
20
18
16
14
12
10
8
6
4
2
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

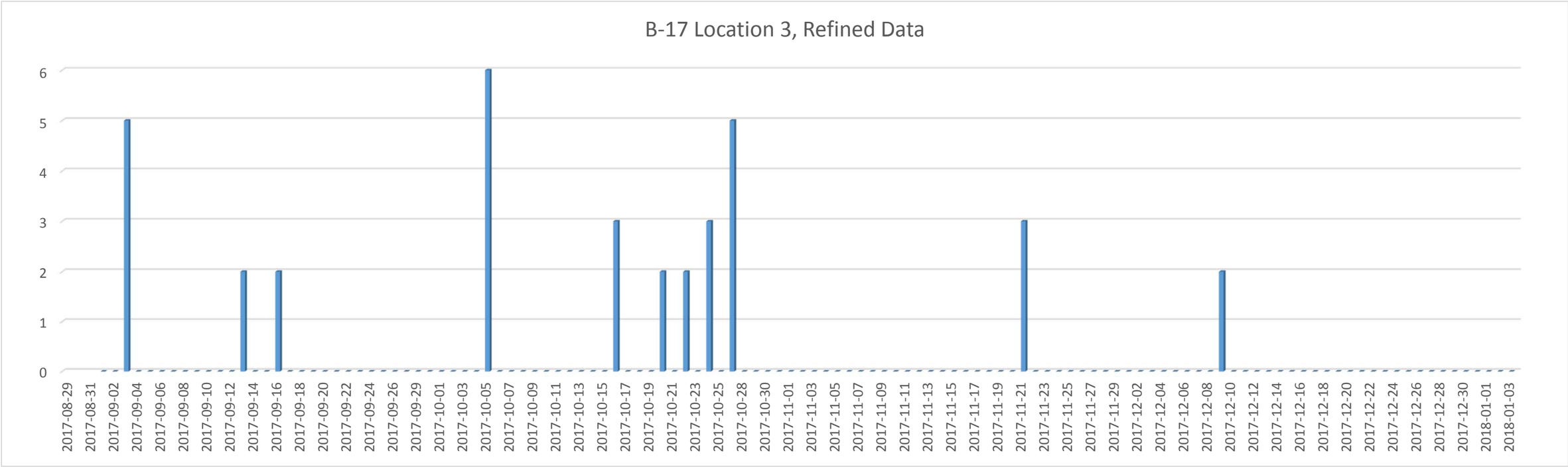

B-16 Location 8, Refined Data
9
8
7
6
5
4
3
2
1
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

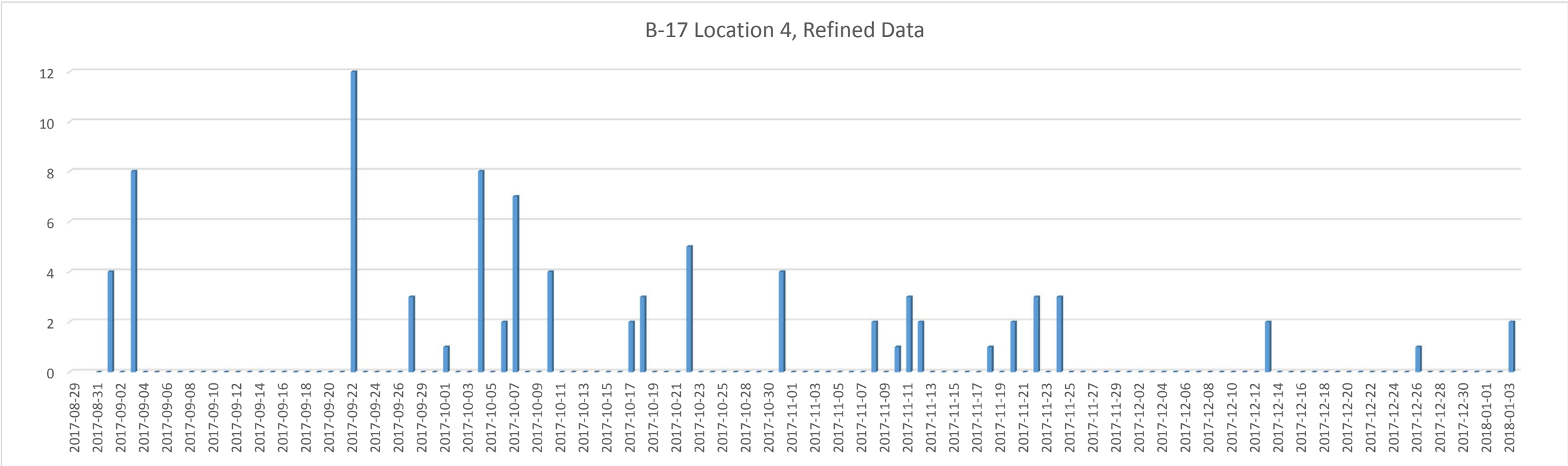

B-16 Location 9, Refined Data
50
45
40
35
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

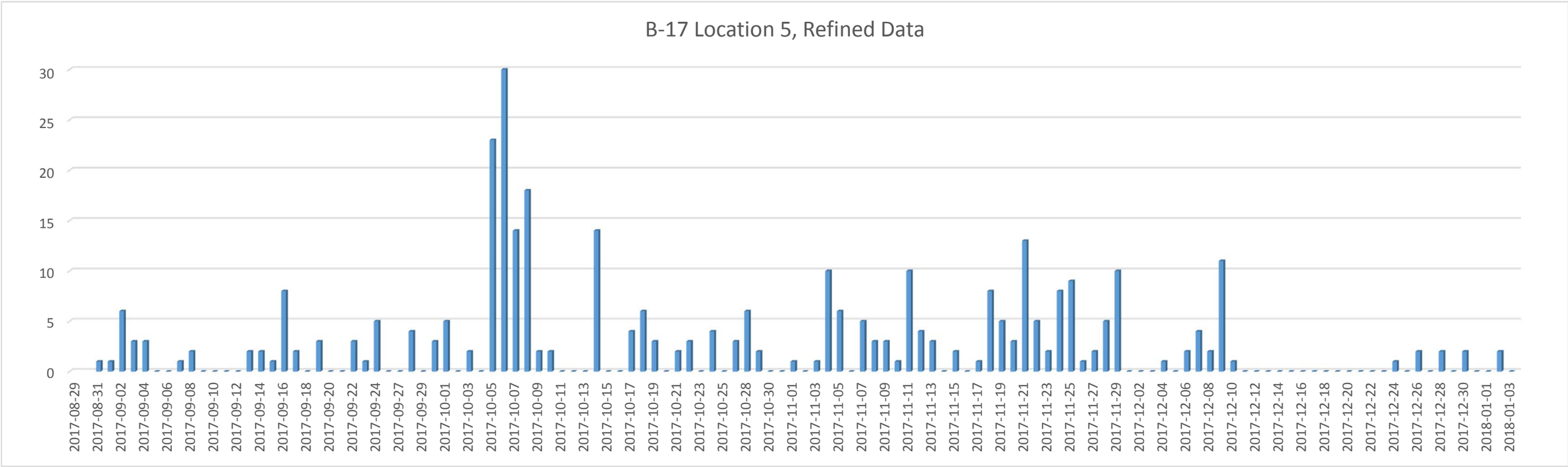

B-16 Location 10, Refined Data
35
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

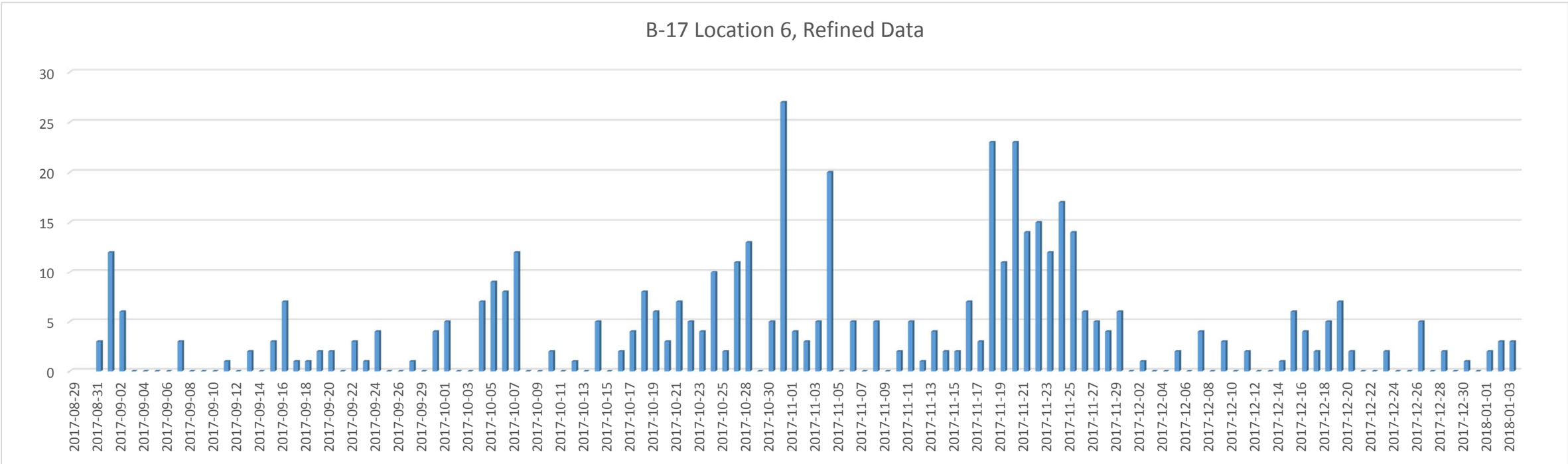

B-16 Location 11, Refined Data
3
3
2
2
1
1
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-28
2017-09-30
2017-10-02
2017-10-04
2017-10-06
2017-10-08
2017-10-10
2017-10-12
2017-10-14
2017-10-16
2017-10-18
2017-10-20
2017-10-22
2017-10-24
2017-10-27
2017-10-29
2017-10-31
2017-11-02
2017-11-04
2017-11-06
2017-11-08
2017-11-10
2017-11-12
2017-11-14
2017-11-16
2017-11-18
2017-11-20
2017-11-22
2017-11-24
2017-11-26
2017-11-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

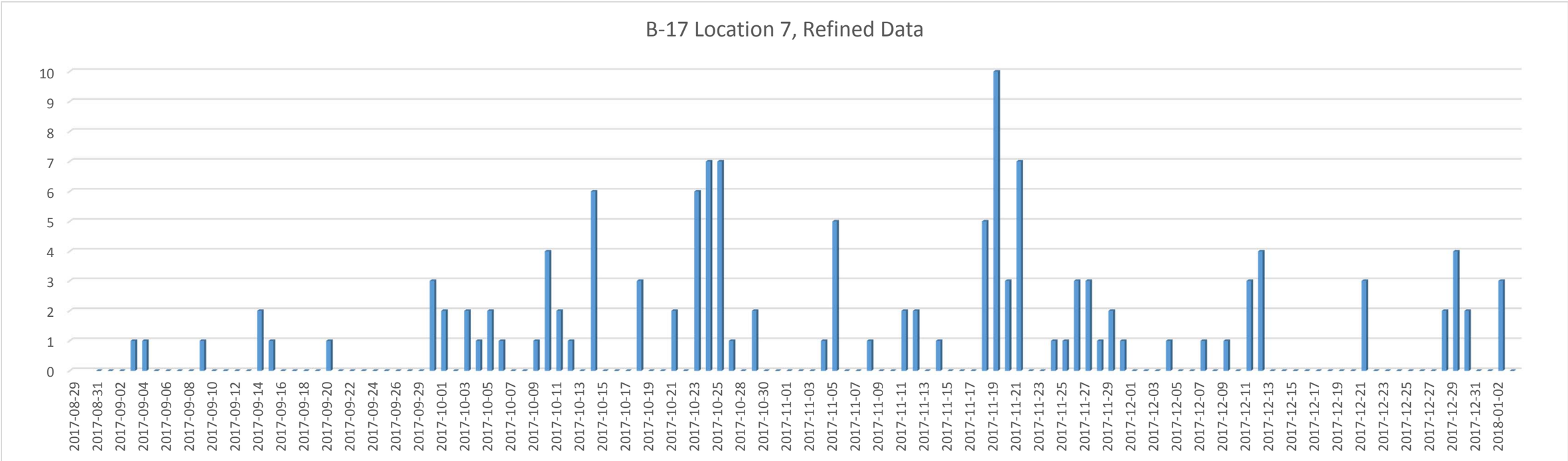

B-17 Location 1, Refined Data
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-10-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

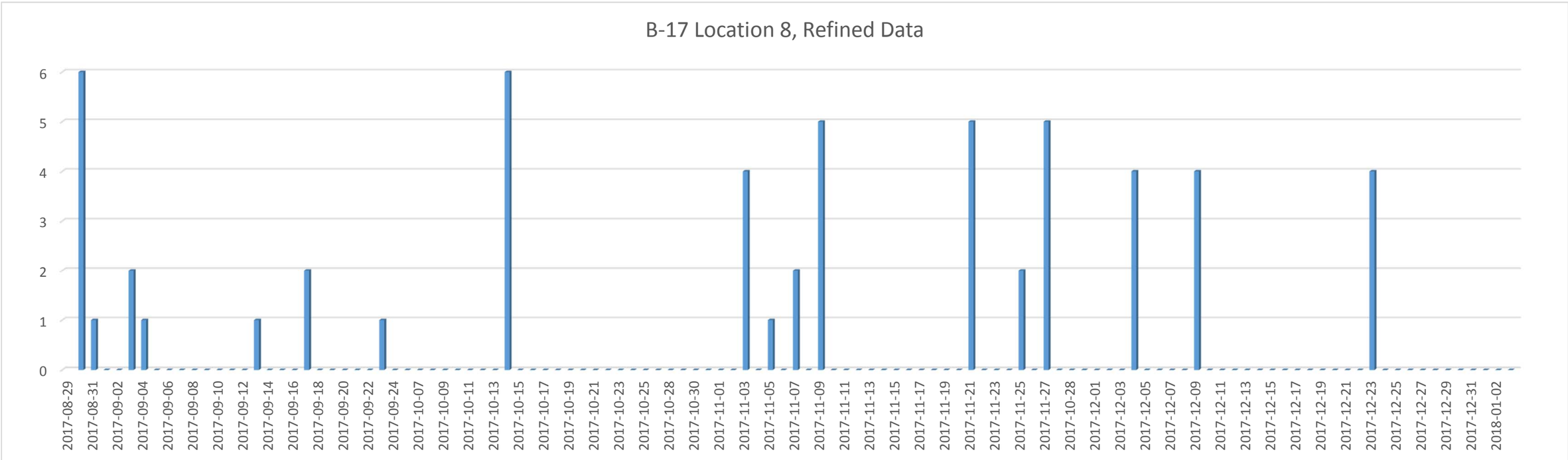

B-17 Location 3, Refined Data
6
5
4
3
2
1
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

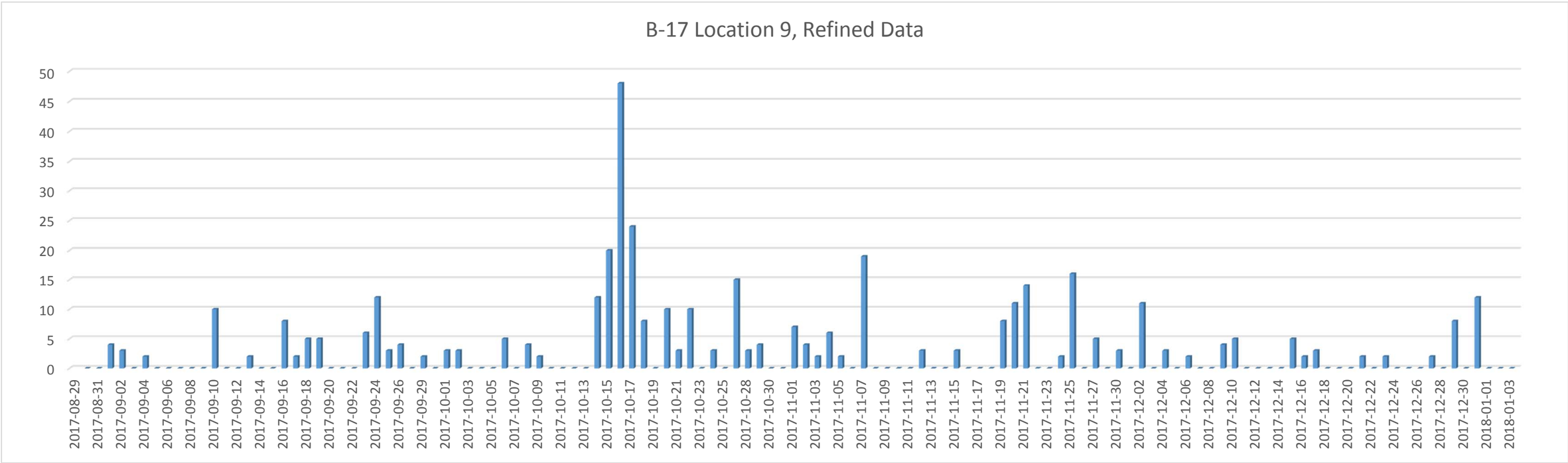

B-17 Location 4, Refined Data
12
10
8
6
4
2
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

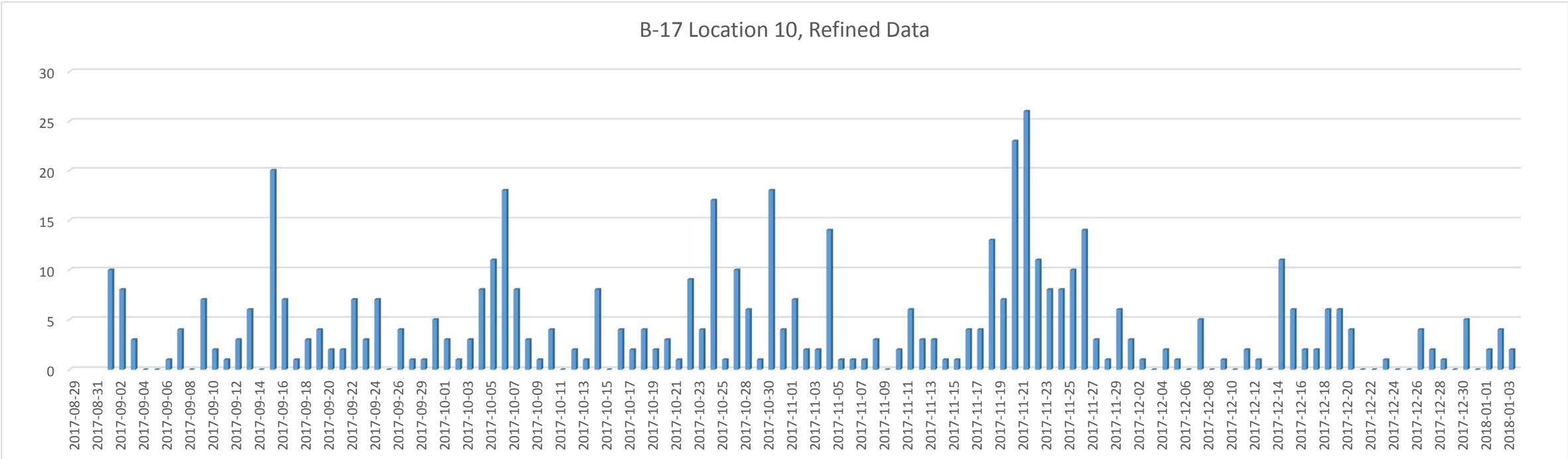

B-17 Location 5, Refined Data
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-27
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

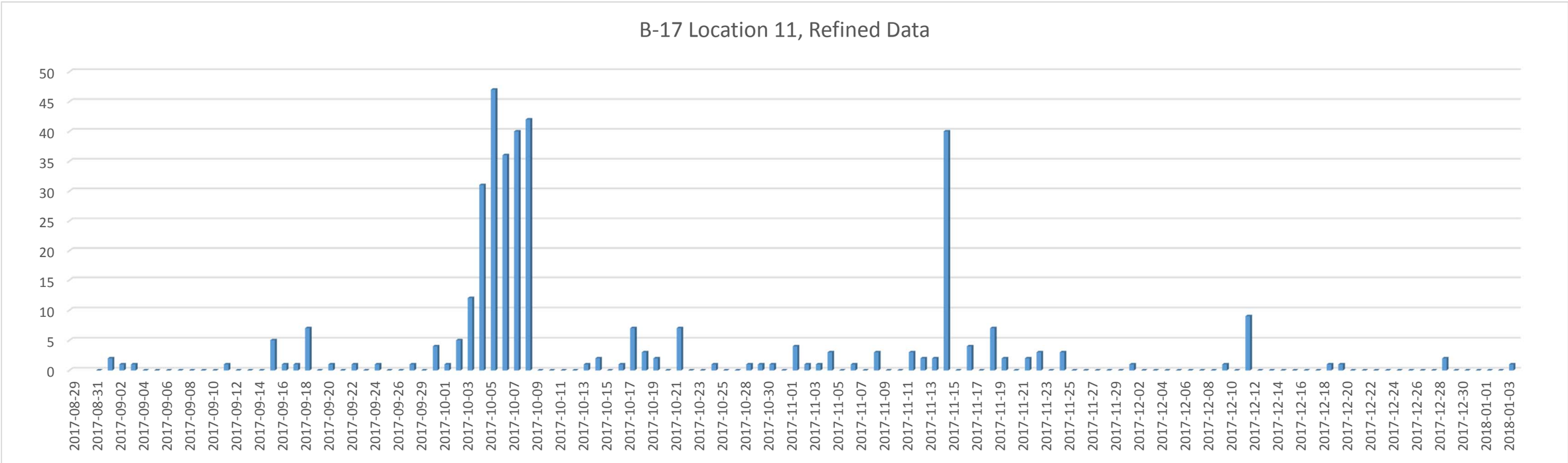

B-17 Location 6, Refined Data
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

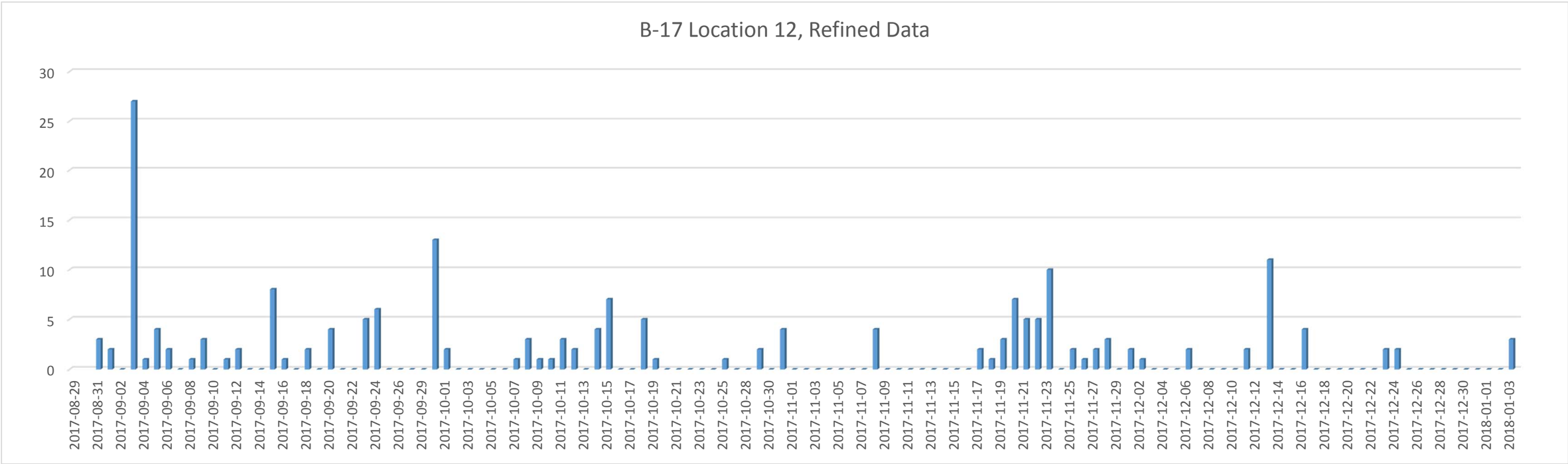

B-17 Location 7, Refined Data
10
9
8
7
6
5
4
3
2
1
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

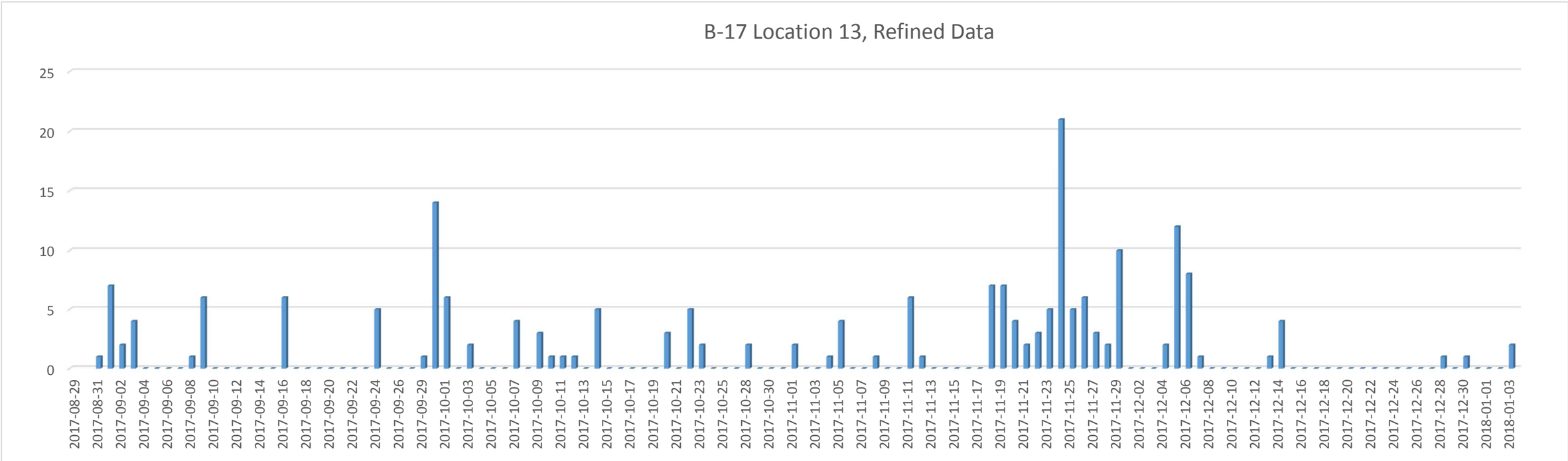

B-17 Location 8, Refined Data
6
5
4
3
2
1
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-10-28
2017-12-01
2017-12-03
2017-12-05
2017-12-07
2017-12-09
2017-12-11
2017-12-13
2017-12-15
2017-12-17
2017-12-19
2017-12-21
2017-12-23
2017-12-25
2017-12-27
2017-12-29
2017-12-31
2018-01-02

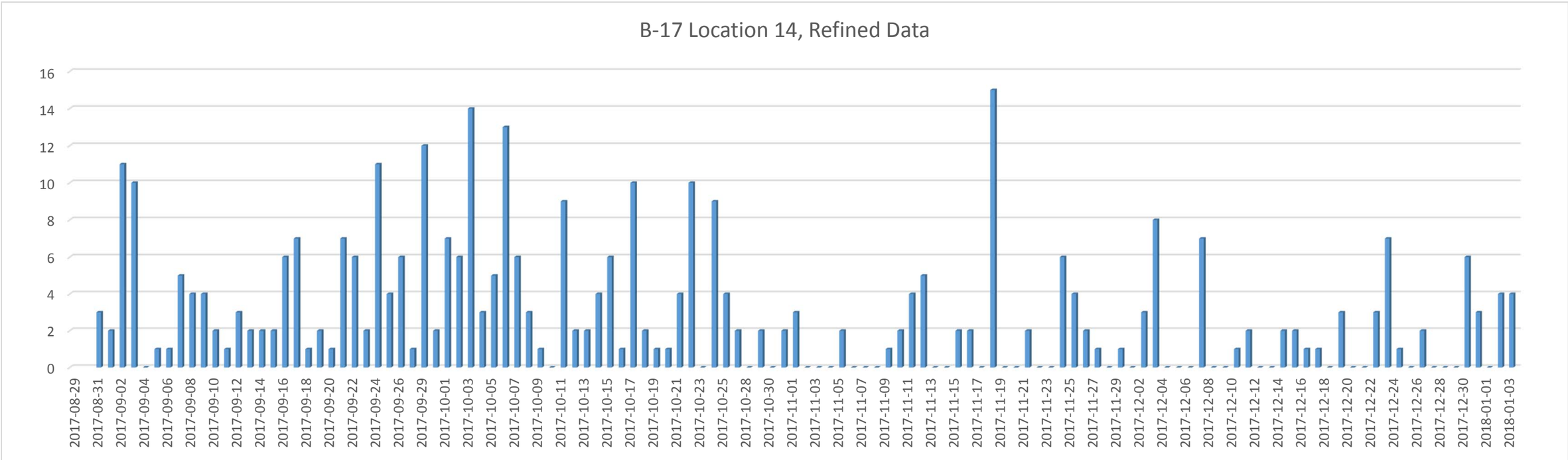

B-17 Location 9, Refined Data
50
45
40
35
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-30
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

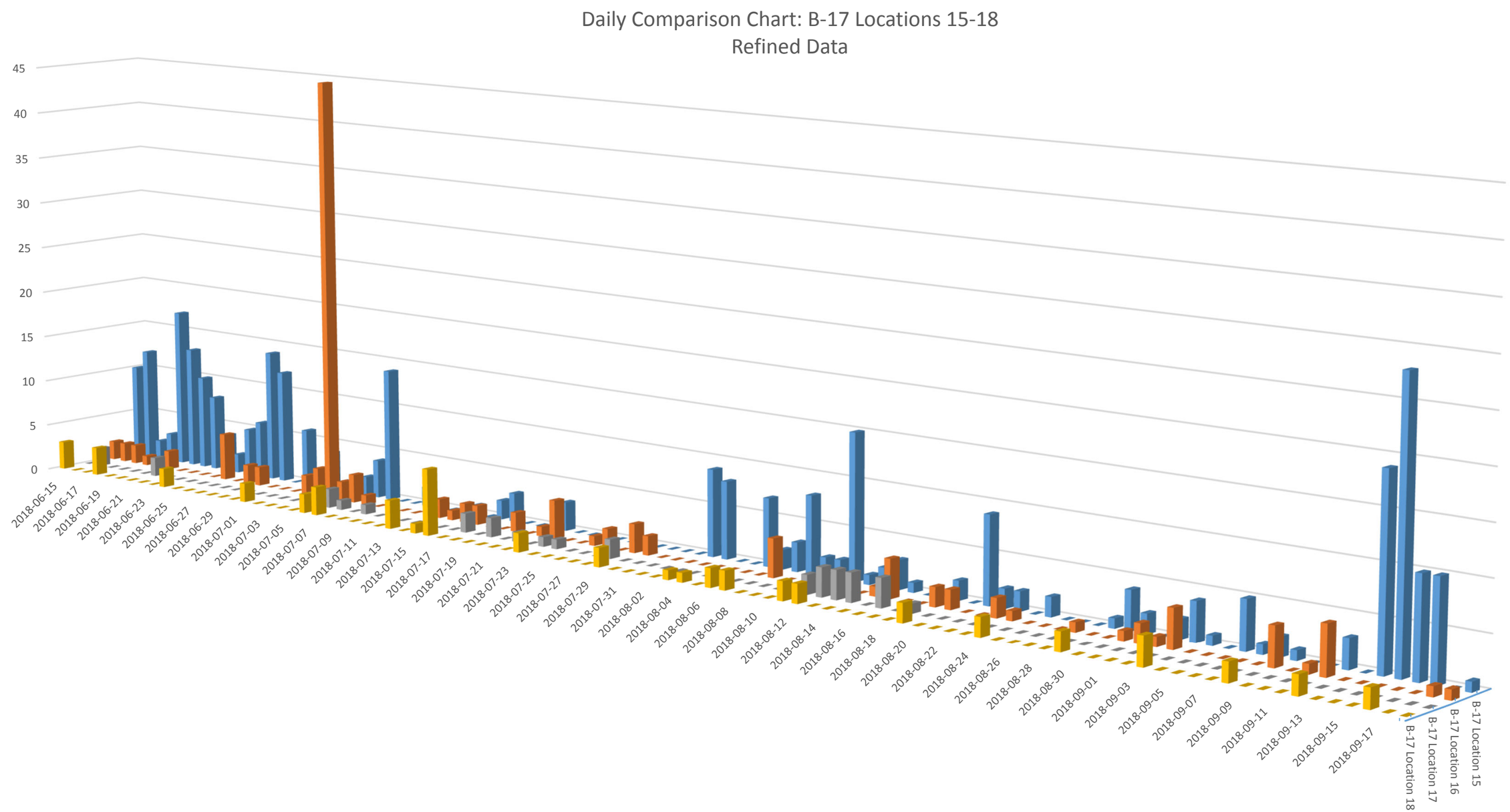

B-17 Location 10, Refined Data
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

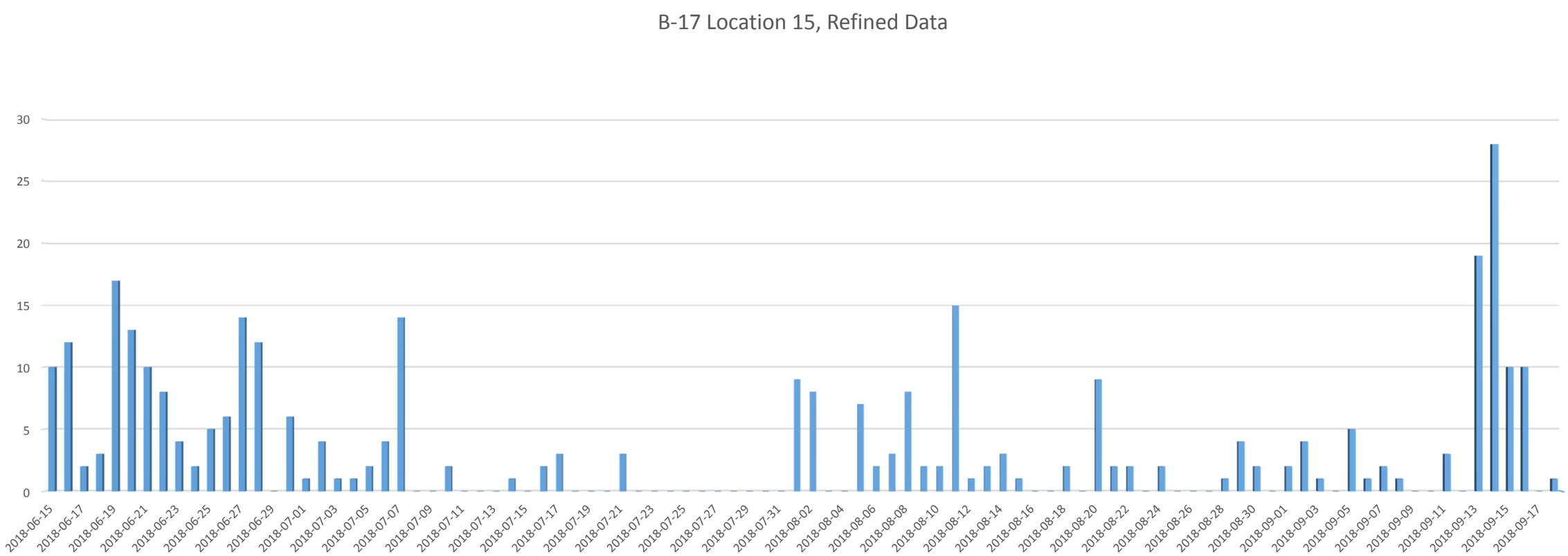

B-17 Location 11, Refined Data
50
45
40
35
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

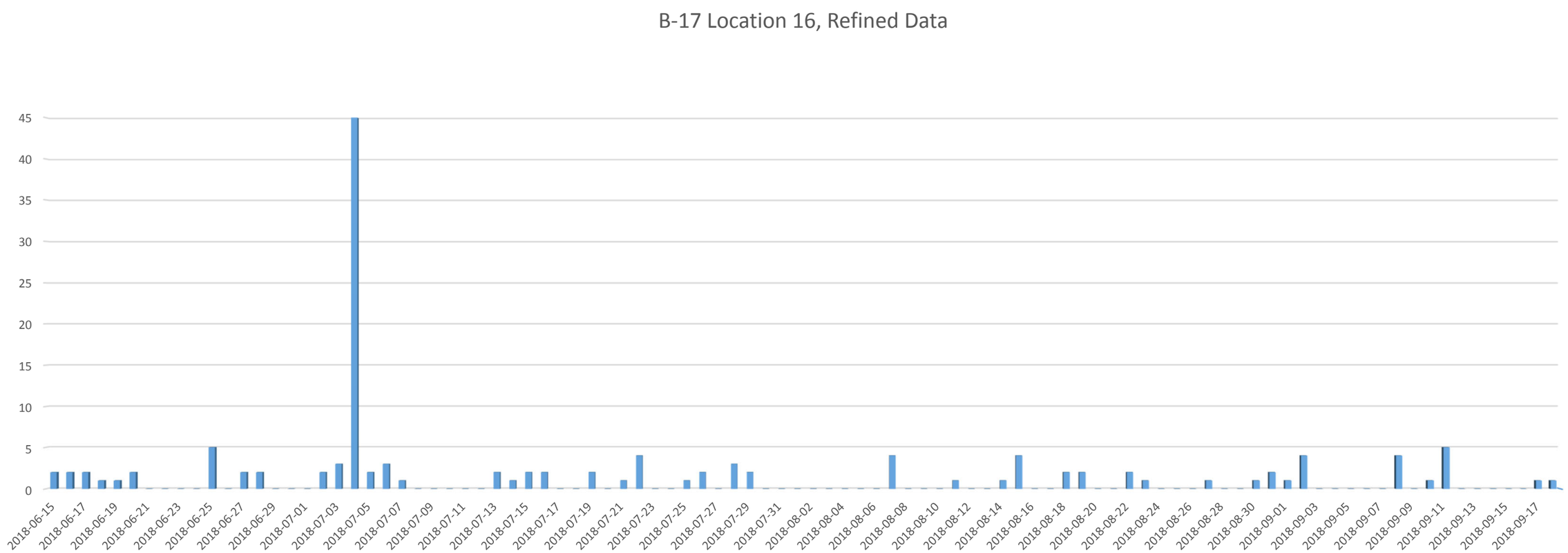

B-17 Location 12, Refined Data
30
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

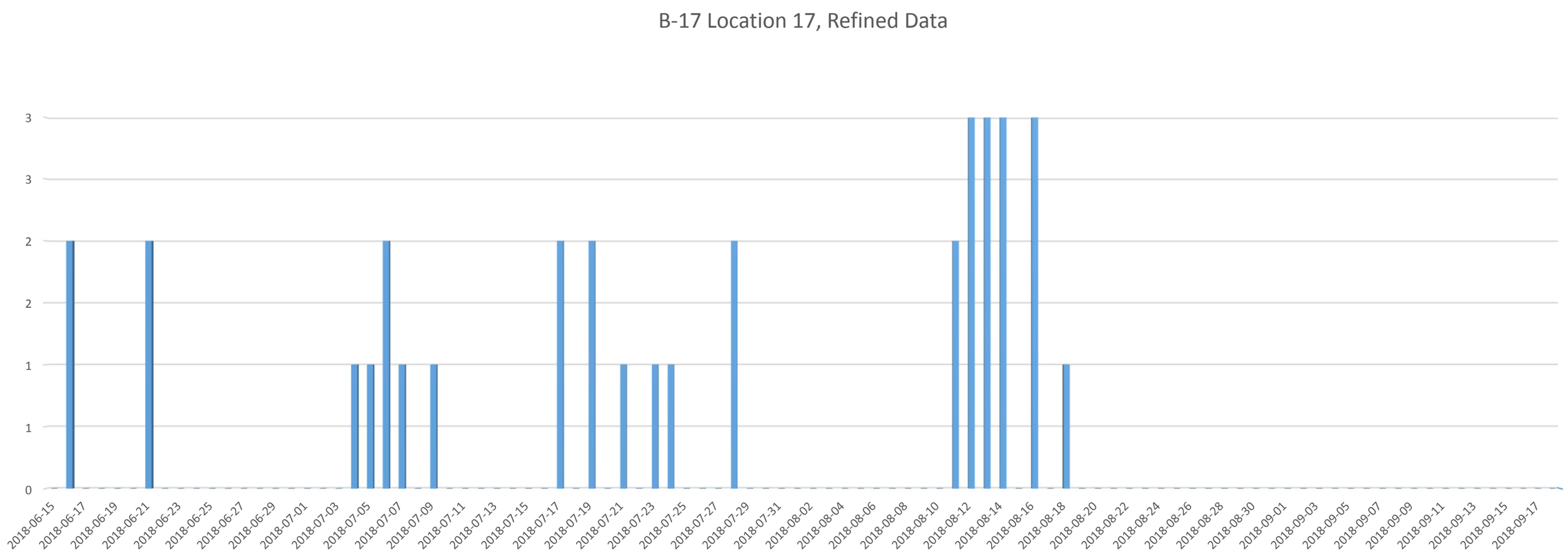

B-17 Location 13, Refined Data
25
20
15
10
5
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03

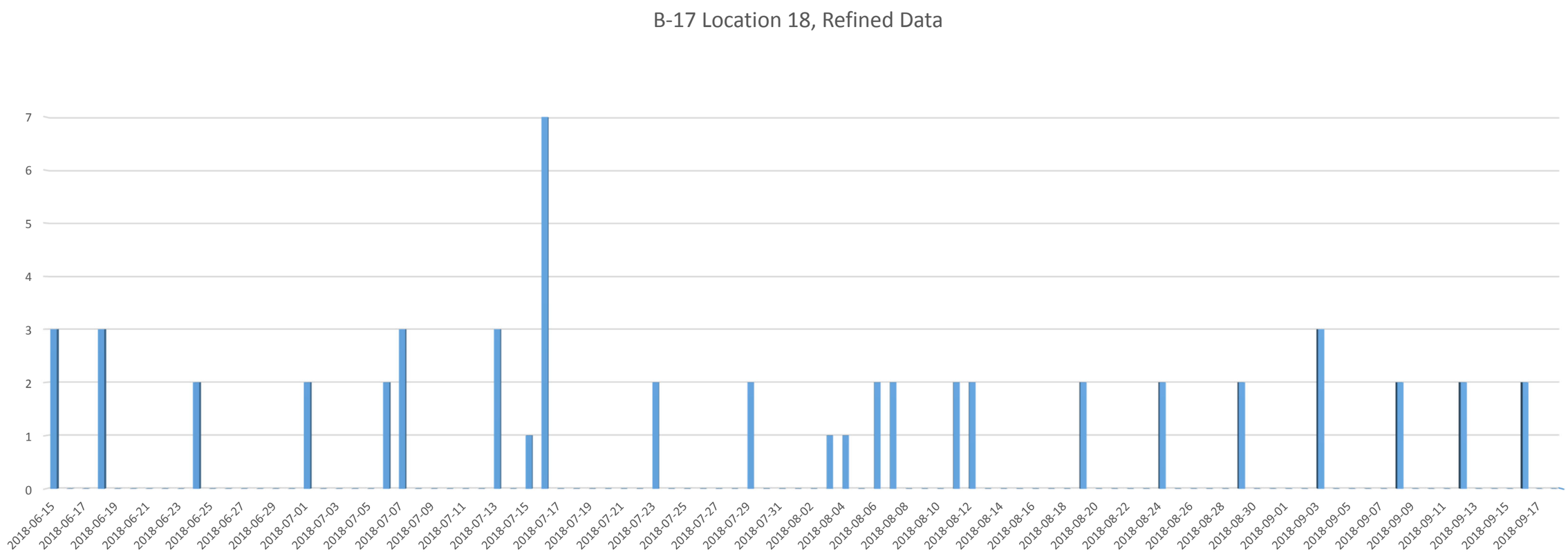

B-17 Location 14, Refined Data
16
14
12
10
8
6
4
2
0
2017-08-29
2017-08-31
2017-09-02
2017-09-04
2017-09-06
2017-09-08
2017-09-10
2017-09-12
2017-09-14
2017-09-16
2017-09-18
2017-09-20
2017-09-22
2017-09-24
2017-09-26
2017-09-29
2017-10-01
2017-10-03
2017-10-05
2017-10-07
2017-10-09
2017-10-11
2017-10-13
2017-10-15
2017-10-17
2017-10-19
2017-10-21
2017-10-23
2017-10-25
2017-10-28
2017-10-30
2017-11-01
2017-11-03
2017-11-05
2017-11-07
2017-11-09
2017-11-11
2017-11-13
2017-11-15
2017-11-17
2017-11-19
2017-11-21
2017-11-23
2017-11-25
2017-11-27
2017-11-29
2017-12-02
2017-12-04
2017-12-06
2017-12-08
2017-12-10
2017-12-12
2017-12-14
2017-12-16
2017-12-18
2017-12-20
2017-12-22
2017-12-24
2017-12-26
2017-12-28
2017-12-30
2018-01-01
2018-01-03


Daily Comparison Chart: B-17 Locations 15-18
Refined Data
45
40
35
30
25
20
15
10
5
0
2018-06-15
2018-06-17
2018-06-19
2018-06-21
2018-06-23
2018-06-25
2018-06-27
2018-06-29
2018-07-01
2018-07-03
2018-07-05
2018-07-07
2018-07-09
2018-07-11
2018-07-13
2018-07-15
2018-07-17
2018-07-19
2018-07-21
2018-07-23
2018-07-25
2018-07-27
2018-07-29
2018-07-31
2018-08-02
2018-08-04
2018-08-06
2018-08-08
2018-08-10
2018-08-12
2018-08-14
2018-08-16
2018-08-18
2018-08-20
2018-08-22
2018-08-24
2018-08-26
2018-08-28
2018-08-30
2018-09-01
2018-09-03
2018-09-05
2018-09-07
2018-09-09
2018-09-11
2018-09-13
2018-09-15
2018-09-17
B-17 Location 18
B-17 Location 17
B-17 Location 16
B-17 Location 15


B-17 Location 15, Refined Data
30
25
20
15
10
5
0
2018-06-15
2018-06-17
2018-06-19
2018-06-21
2018-06-23
2018-06-25
2018-06-27
2018-06-29
2018-07-01
2018-07-03
2018-07-05
2018-07-07
2018-07-09
2018-07-11
2018-07-13
2018-07-15
2018-07-17
2018-07-19
2018-07-21
2018-07-23
2018-07-25
2018-07-27
2018-07-29
2018-07-31
2018-08-02
2018-08-04
2018-08-06
2018-08-08
2018-08-10
2018-08-12
2018-08-14
2018-08-16
2018-08-18
2018-08-20
2018-08-22
2018-08-24
2018-08-26
2018-08-28
2018-08-30
2018-09-01
2018-09-03
2018-09-05
2018-09-07
2018-09-09
2018-09-11
2018-09-13
2018-09-15
2018-09-17


B-17 Location 16, Refined Data
45
40
35
30
25
20
15
10
5
0
2018-06-15
2018-06-17
2018-06-19
2018-06-21
2018-06-23
2018-06-25
2018-06-27
2018-06-29
2018-07-01
2018-07-03
2018-07-05
2018-07-07
2018-07-09
2018-07-11
2018-07-13
2018-07-15
2018-07-17
2018-07-19
2018-07-21
2018-07-23
2018-07-25
2018-07-27
2018-07-29
2018-07-31
2018-08-02
2018-08-04
2018-08-06
2018-08-08
2018-08-10
2018-08-12
2018-08-14
2018-08-16
2018-08-18
2018-08-20
2018-08-22
2018-08-24
2018-08-26
2018-08-28
2018-08-30
2018-09-01
2018-09-03
2018-09-05
2018-09-07
2018-09-09
2018-09-11
2018-09-13
2018-09-15
2018-09-17


B-17 Location 17, Refined Data
3
3
2
2
1
1
0
2018-06-15
2018-06-17
2018-06-19
2018-06-21
2018-06-23
2018-06-25
2018-06-27
2018-06-29
2018-07-01
2018-07-03
2018-07-05
2018-07-07
2018-07-09
2018-07-11
2018-07-13
2018-07-15
2018-07-17
2018-07-19
2018-07-21
2018-07-23
2018-07-25
2018-07-27
2018-07-29
2018-07-31
2018-08-02
2018-08-04
2018-08-06
2018-08-08
2018-08-10
2018-08-12
2018-08-14
2018-08-16
2018-08-18
2018-08-20
2018-08-22
2018-08-24
2018-08-26
2018-08-28
2018-08-30
2018-09-01
2018-09-03
2018-09-05
2018-09-07
2018-09-09
2018-09-11
2018-09-13
2018-09-15
2018-09-17


B-17 Location 18, Refined Data
7
6
5
4
3
2
1
0
2018-06-15
2018-06-17
2018-06-19
2018-06-21
2018-06-23
2018-06-25
2018-06-27
2018-06-29
2018-07-01
2018-07-03
2018-07-05
2018-07-07
2018-07-09
2018-07-11
2018-07-13
2018-07-15
2018-07-17
2018-07-19
2018-07-21
2018-07-23
2018-07-25
2018-07-27
2018-07-29
2018-07-31
2018-08-02
2018-08-04
2018-08-06
2018-08-08
2018-08-10
2018-08-12
2018-08-14
2018-08-16
2018-08-18
2018-08-20
2018-08-22
2018-08-24
2018-08-26
2018-08-28
2018-08-30
2018-09-01
2018-09-03
2018-09-05
2018-09-07
2018-09-09
2018-09-11
2018-09-13
2018-09-15
2018-09-17