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WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	December 8, 2025	**TG:**	1.25058.00
To:	Ed Sewester PE and Matthew J. Lander PE – Island County Public Works		
From:	Michael Swenson PE, PTOE & Brandon Alvarado TE, PTP - Transpo Group		
cc:	Zach Whelan, Emergence Institute Campie Ellis, mw works architecture+design llc		
Subject:	Emergence Environmental Center Traffic Impact Assessment and Parking Analysis		

This memorandum documents the existing conditions, potential traffic impacts, and parking demand analysis for the proposed Emergence Environmental Center project site in the Clinton area of Island County, WA.

Project Description

The project site is located at 3691 Campbell Road in the Clinton area of Island County, WA. The Emergence Environmental Center is a not-for-profit Environmental Education Retreat Center which hosts educational retreats of 4-14 days on length for approximately 25-40 guests per session. Guests will participate in learning workshops on ecology, lectures and contemplative practices. 20 bedrooms within one and two-story cabins are proposed. The two existing residences on site will remain to provide housing for landcare staff and seasonal retreat staff members, and an additional residence and loft apartment are proposed for additional staff.

Retreat guests and staff will primarily stay on site during the week. If additional staff is needed, 2-3 kitchen employees would commute for either a 6:00 AM to 2:00 PM shift or a 12:00 PM to 8:00 PM shift. 29 parking spaces are proposed in response to Island County parking code requirements.

Approximately 5 times a year or so, Emergence will hold a 1-day event that would serve up to 75 people. While this would be an infrequent occurrence, it has been analyzed as the upper limit of traffic generated by the project. Any traffic impacts caused by the events would be reduced during the typical operations described above. Offsite parking would be made available and vans would provide transportation from the offsite parking lot to the project site.

Access to the project site would be provided via existing, full-access driveways on Maxwelton Road and Campbell Road. Retreat guests would utilize the Campbell Road access exclusively, while staff would utilize the Maxwelton Road access. The project site plan and a figure showing the site vicinity are provided in Attachment A.

Existing and Future Without-Project Conditions

This section describes existing conditions near the proposed project site. Characteristics are provided for the roadway network, non-motorized facilities, transit service, and traffic volumes.

Roadway Network

The project site is located on the northeast corner of Maxwelton Road and Campbell Road in Island County, with access to the site provided via one driveway on each road. Cultus Bay Road provides additional north-south access to the site. SR 525 approximately 0.90 miles east of the project site provides regional access to the project site. The existing street network near the site is summarized in Table 1.

Table 1. Existing Street Network Summary

Roadway	Classification	Speed Limit	# Lanes	Pedestrian Facilities	Bicycle Facilities
Maxwelton Road	Collector	50 mph	2	None	None
Campbell Road	Local Roadway	35 mph	2	None	None
Cultus Bay Road	Collector	50 mph	2	None	None
SR 525	Highway	50 mph	2	None	None

Source: Island County Geographic Map (ICGeoMap). Accessed March 17th, 2025.

Non-Motorized Facilities

There are no pedestrian or bicycle facilities near the project site. A majority of traffic in the area comes from/to the Mukilteo-Clinton ferry to the southeast of the project site, resulting in a focus on vehicular traffic and a low occurrence of pedestrian and bicycle traffic.

Transit Service

Transit service in the study area is provided by Island Transit. The nearest bus stops to the proposed development are located approximately 0.75 miles from the project site to the east. There are no crosswalks, sidewalks, or bike lanes available within the project vicinity to provide pedestrian and bicyclist access to transit. Bus routes serving these stops include Route 1 and 60. Table 2 shows the transit routes that operate within the project vicinity and their approximate weekday operating hours and PM peak headways.

Table 2. Existing Transit Service

Route	Area Served	Approximate Weekday Operating Hours	PM Peak Headways (minutes)
1	Clinton – Oak Harbor	3:45 a.m. to 8:15 p.m.	60
60	Clinton - Freeland	5:30 a.m. to 7:30 p.m.	30

Source: Island Transit, March 2025.
Note: Operating Hours and headways are approximate.

Traffic Volumes

Existing weekday AM peak period (7-9 a.m.) and PM peak period (4-6 p.m.) traffic volumes, including vehicles, bicycles and pedestrians, were collected in October 2025 at the intersection of Maxwelton Road/Campbell Road. Volumes are rounded to the nearest 5 vehicles to account for the daily fluctuations in traffic volumes. Detailed traffic counts are provided in Attachment B.

Based on 2012 and 2036 PM peak hour traffic volumes near the Clinton ferry terminal in Island County's current comprehensive plan (updated in 2016), the total growth in traffic volumes was approximately 2.7%. This results in a growth of 0.1% per year (2.7% / (2036-2012) = 0.1%).

Existing volumes at the Maxwelton Road/Campbell Road intersection are currently approximately 150 vehicles in the AM peak hour and 112 vehicles in the PM peak hour. When 0.1% traffic growth per year for 5 years is applied to these existing volumes to estimate 2030 volumes, the volume estimates remain the same between 2025 and 2030 without-project conditions.

During both the AM and PM peak hours, no pedestrians traveled the intersection. One bicycle was in the roadway heading northbound during the PM peak hour. Overall, pedestrians and bicyclists are minimal near the study intersection and project site during the peak hours.

Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). At unsignalized side-street, stop-controlled intersections, LOS is measured by the average delay on the worst-movement of the intersection. Traffic operations and average vehicle delay can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Attachment C contains a detailed explanation of LOS criteria and definitions.

Based on the *Island County Comprehensive Plan* (2016), the County has adopted an LOS E or better standard for side-street stop-controlled intersections.

Weekday AM and PM peak hour traffic operations were evaluated based on the procedures identified in the *Highway Capacity Manual* (HCM 7) using *Synchro 12*. *Synchro 12* is a software program that uses *HCM* methodology to evaluate intersection LOS and average vehicle delay. Results for the existing and Future without-project operations analysis are summarized in Table 3. Detailed LOS worksheets for each intersection analysis are included in Attachment C.

Table 3. Existing and Future Without Project Weekday AM and PM Peak Hour LOS Summary

		Existing (2025) & Future (2030) Without Project		
Intersection	**Traffic Control**	**LOS[1]**	**Delay[2]**	**WM[3]**
AM Peak Hour				
1. Maxwelton Road/Campbell Road	TWSC	A	9.8	EB
PM Peak Hour				
1. Maxwelton Road/Campbell Road	TWSC	A	9.0	WB

Note: TWSC = Two-way Stop Controlled.
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 7th Edition)
2. Average delay per vehicle in seconds
3. Worst movement reported for unsignalized intersections. EB = eastbound, WB = westbound.

As shown in Table 3, the study intersection is currently operating at LOS A during both the AM and PM peak hour. Additionally, because there is minimal growth anticipated in the area, the study intersection is expected to continue to operate at LOS A during 2030 without-project conditions. Even if additional growth in the background traffic is realized in the future, there is significant additional intersection capacity prior to reaching a critical operational threshold.

Traffic Safety

The five most recent years of collision records (January 1, 2020 through December 31, 2024) provided by the Washington State Department of Transportation (WSDOT) were reviewed within the study area to identify any existing traffic safety issues at the study intersections. Collisions involving vehicles, pedestrians, and/or bicycles were included in the data. No collisions occurred at the study intersection or the two existing site accesses along Maxwelton Road and Campbell Road within the five most recent years of data. The nearest collisions occurred on Maxwelton Road south of Campbell Road and Campbell Road east of the existing site access, both where no project traffic is expected to be generated.

While the most recent 5-year period is the typical timeframe to establish current safety conditions of a roadway or intersection, the Washington State Patrol Collision Analysis Tool was utilized to view collisions in the area since January 1, 2015. At the intersection of Maxwelton Road/Campbell Road, a collision involving one motor vehicle occurred in 2015 and did not result in any injuries or fatalities. The report for this collision lists exceeding the reasonable safe speed as the reason for the collision. The nearest collisions to the intersection in the Collision Analysis Tool for this timeframe occurred where no project traffic is expected to be generated.

In 2022, Island County conducted speed limit studies on roadways within county limits. DKS Associates recommended reducing the speed limit in the area of the Maxwelton Road/Campbell Road intersection from 50 mph to 45 mph. The analysis and recommendation was based on 85th and 50th percentile speeds, average daily traffic (ADT), collision history, development density, and pedestrian and bicycle use.

Project Impacts

Trip Generation

Because the magnitude of trips generated by the Emergence Environmental Center will vary from retreat to retreat, a "worst-case scenario" trip generation has been analyzed. This includes assuming the maximum number of event guests (75), offsite staff (3), and onsite staff (7). While only 29 parking spaces are proposed onsite, offsite parking would be made available if needed and vans would provide transportation from the offsite parking to the project site. To provide a conservative analysis, it is assumed that each guest and offsite staff member would make an inbound and outbound trip during both the AM and PM peak hours. This is also conservative as the vans providing transportation from offsite parking lots would likely transport more than one person at a time. Additionally, one kitchen delivery and one housekeeping delivery is expected to occur for a total of 4 trips outside of the peak hours. Altogether, the project site is expected to generate up to 316 trips per day, including 156 during each of the AM and PM peak hours during the infrequent events. Table 4 provides a summary of the project trip generation based on a worst-case scenario of programmatic information.

Table 4. Project Trip Generation

Land Use	Time of Day	Project Trips		
		In	Out	Total
Emergence Environmental Center, with up to 75 event guests and 3 offsite staff members	Daily	158	158	316
	Weekday AM Peak Hour	78	78	156
	Weekday PM Peak Hour	78	78	156

Trip Distribution and Assignment

In an effort to provide a conservative analysis of Maxwelton Road/Campbell Road intersection operations, all project trips are assumed to travel to/from Maxwelton Road north of Campbell Road. As described previously, staff would utilize the site access on Maxwelton Road and the remaining guest trips would utilize the Campbell Road access. The resulting project trip assignment and 2030 with-project volumes are provided in Attachment B.

Traffic Operations Impact

A future (2030) with-project level of service analysis was conducted for the weekday peak hour to analyze traffic impacts of the proposed project. The same methodologies were applied as described for existing and future without-project conditions. All intersection parameters such as channelization and intersection control were consistent with those used in the evaluation of future without-project conditions. A comparison of future (2030) without-project and with-project weekday peak hour traffic operations is summarized in Table 5. Detailed LOS worksheets are provided in Attachment C.

Table 5. Future (2030) Without- and With-Project Weekday Peak Hour LOS Summary							
	Traffic Control	(2030) Without-Project			(2030) With-Project		
Intersection		LOS[1]	Delay[2]	WM[3]	LOS	Delay	WM
AM Peak Hour							
1. Maxwelton Road/Campbell Road	TWSC	A	9.8	EB	B	12.7	EB
2. Maxwelton Road/Site Access	TWSC	-	-	-	A	9.2	WB
3. Site Access/Campbell Road	TWSC	-	-	-	A	8.7	SB
PM Peak Hour							
1. Maxwelton Road/Campbell Road	TWSC	A	9.0	WB	A	9.1	WB
2. Maxwelton Road/Site Access	TWSC	-	-	-	A	8.9	WB
3. Site Access/Campbell Road	TWSC	-	-	-	A	8.6	SB

Note: TWSC = Two-way Stop Controlled.
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 7th Edition)
2. Average delay per vehicle in seconds
3. Worst movement reported for unsignalized intersections. EB = eastbound, WB = westbound.

As shown in Table 5, the study intersection and project accesses are anticipated to operate at LOS B or better during both the AM and PM peak hour with the addition of project traffic. These worst-case scenario operations would meet the County's LOS standard of LOS E or better.

Parking Analysis

Off-street parking requirements for developments in Island County are provided in the Island County Municipal Code 17.03.180(Q). The proposed project's land use is not reflected in the list of uses; therefore, 17.03.180(Q)(t) states that the Planning Director shall establish the minimum number of spaces required.

A total of 29 parking spaces are proposed. This supply is expected to provide sufficient off-street parking spaces for the proposed project. In the event that additional parking is needed, offsite parking would be made available and vans would provide transportation from the offsite parking lot to the project site.

Summary of Findings

The proposed project will host educational events ranging from 4-14 days on length for approximately 25-40 guests per session. Additionally, approximately 5 times a year or so, Emergence will hold a 1-day event that would serve up to 75 people. While this would be an infrequent occurrence, it was analyzed as the upper limit of traffic generated by the project. While retreats and events are not expected to consistently be at full capacity, the analysis of the worst-case scenario shows that operations at the Maxwelton Road/Campbell Road intersection would meet the Island County LOS standards during the AM and PM peak hours when the project is open and fully operational. Additionally, no collisions in the area of the intersection or the project site have occurred in the last 5 years; however, in 2015, a single-vehicle collision occurred at the intersection due to speeding. A 2022 study recommended that the speed limit be reduced from 50 mph to 45 mph along Maxwelton Road near the intersection. Pedestrian and bicycle volumes during the peak hours at this intersection are minimal, and the project is not expected to generate pedestrian or bicycle volumes along the surrounding roadways. No additional mitigation measures are warranted based on the findings, although it is our understanding Emergence may implement voluntary trip reduction measures. While the Island County Municipal Code does not specify requirements for the project's land use, 29 off-street parking spaces will be provided for guests. If additional parking is needed, offsite parking would be made available and vans would provide transportation to and from the site.

Attachment A

Site Plan and Site Vicinity

Project Site Plan

Emergence Environmental Center

ATTACHMENT

A-1

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Project Site Vicinity

Emergence Environmental Center

ATTACHMENT
A-2

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Attachment B

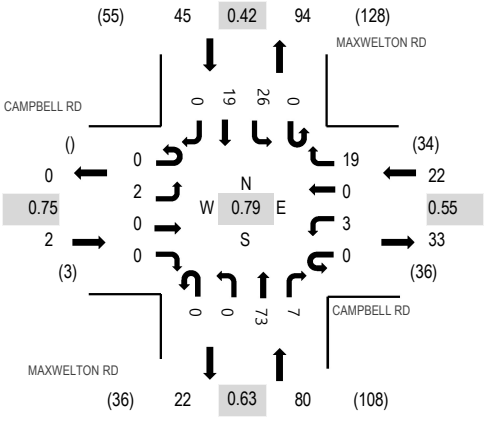
Traffic Counts and Scenario Volumes

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 MAXWELTON RD & CAMPBELL RD AM
Date: Thursday, October 23, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

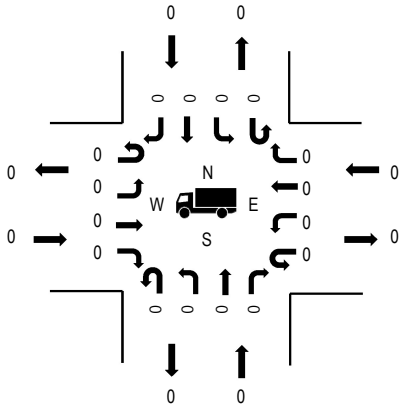
Motorized Vehicles



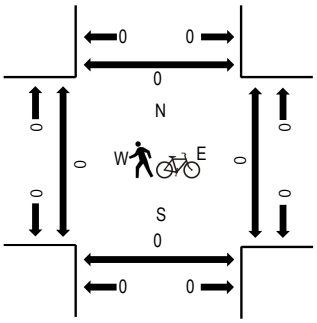
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.55
NB	0.0%	0.63
SB	0.0%	0.42
All	0.0%	0.79

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CAMPBELL RD Eastbound				CAMPBELL RD Westbound				MAXWELTON RD Northbound				MAXWELTON RD Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	0	0	1	0	1	0	0	7	1	0	0	4	0	14	63
7:15 AM	0	0	0	0	0	2	0	0	0	0	6	0	0	0	1	0	9	94
7:30 AM	0	1	0	0	0	1	0	1	0	0	7	1	0	0	2	0	13	132
7:45 AM	0	1	0	0	0	0	0	4	0	0	19	2	0	0	1	0	27	149
8:00 AM	0	0	0	0	0	2	0	2	0	0	31	1	0	6	3	0	45	137
8:15 AM	0	1	0	0	0	0	0	3	0	0	11	4	0	18	10	0	47	
8:30 AM	0	0	0	0	0	1	0	10	0	0	12	0	0	2	5	0	30	
8:45 AM	0	0	0	0	0	1	0	5	0	0	5	1	1	0	2	0	15	
Count Total	0	3	0	0	0	8	0	26	0	0	98	10	1	26	28	0	200	
Peak Hour	0	2	0	0	0	3	0	19	0	0	73	7	0	26	19	0	149	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

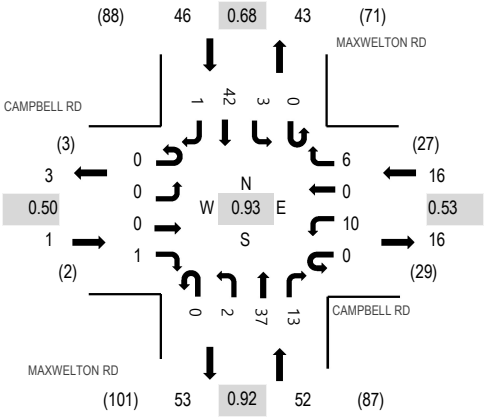
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	2	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	0	0	0	2	2	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 MAXWELTON RD & CAMPBELL RD PM
Date: Thursday, October 23, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour

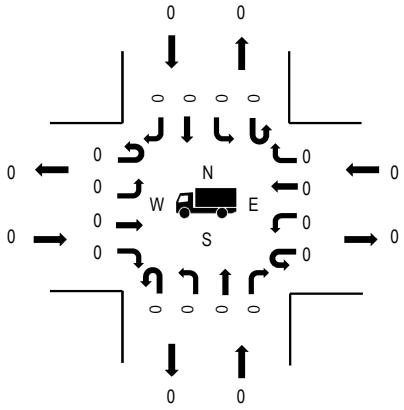
Motorized Vehicles



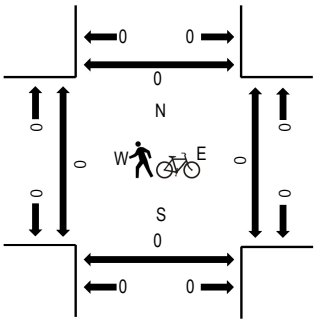
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.53
NB	0.0%	0.92
SB	0.0%	0.68
All	0.0%	0.93

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk

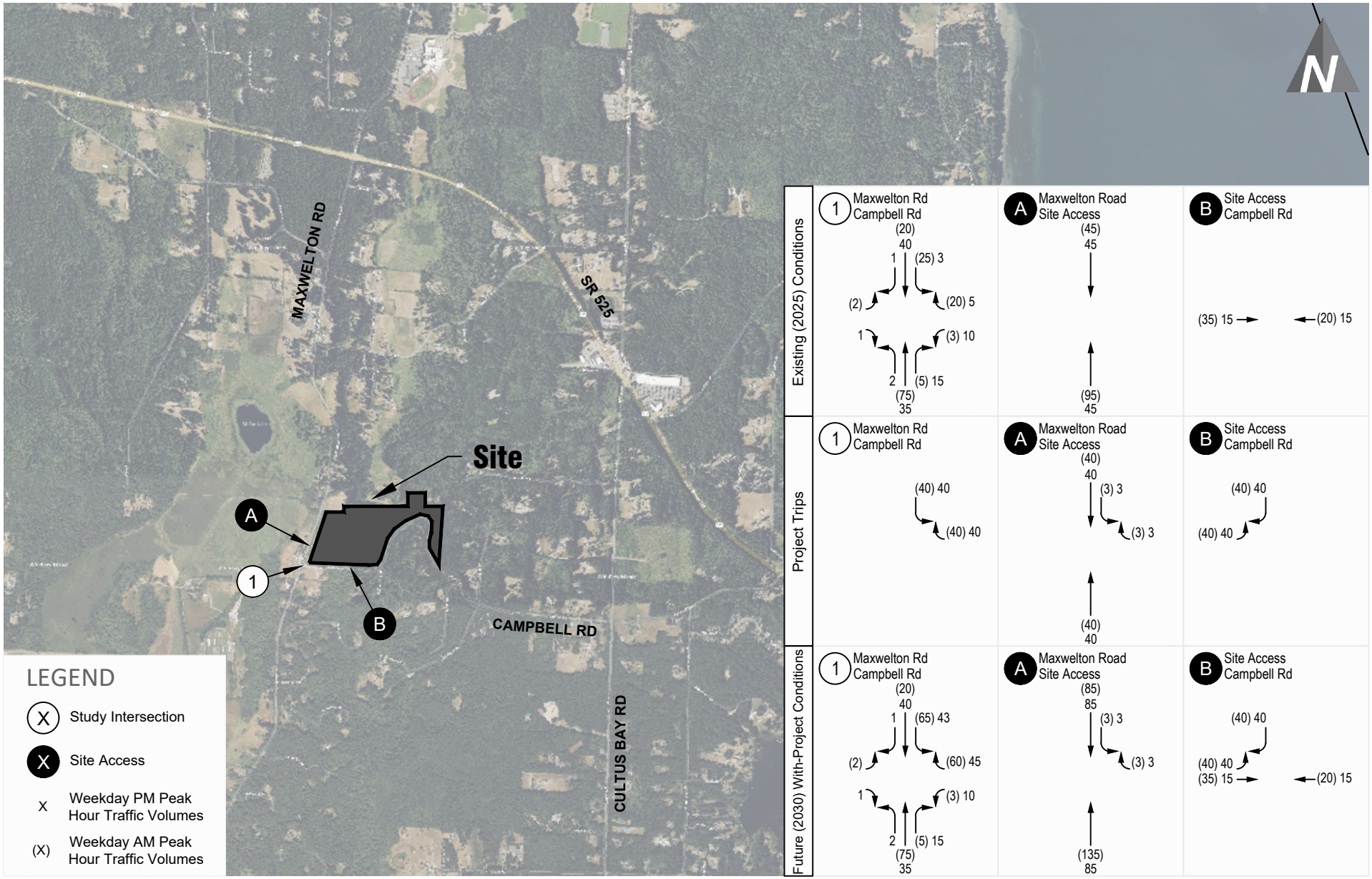


Traffic Counts - Motorized Vehicles

Interval Start Time	CAMPBELL RD Eastbound				CAMPBELL RD Westbound				MAXWELTON RD Northbound				MAXWELTON RD Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	0	0	3	0	1	0	0	5	4	0	1	8	0	22	106
4:15 PM	0	0	0	0	0	3	0	0	0	0	13	2	0	1	11	0	30	114
4:30 PM	0	0	0	0	0	1	0	2	0	1	12	1	0	0	9	0	26	115
4:45 PM	0	0	0	0	0	2	0	2	0	0	10	5	0	0	9	0	28	106
5:00 PM	0	0	0	0	0	7	0	2	0	1	6	4	0	2	8	0	30	98
5:15 PM	0	0	0	1	0	0	0	0	0	0	9	3	0	1	16	1	31	
5:30 PM	0	0	0	0	0	1	0	1	0	0	3	2	0	0	10	0	17	
5:45 PM	0	0	1	0	0	2	0	0	0	0	5	1	0	1	10	0	20	
Count Total	0	0	1	1	0	19	0	8	0	2	63	22	0	6	81	1	204	
Peak Hour	0	0	0	1	0	10	0	6	0	2	37	13	0	3	42	1	115	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	0	1	0	0	1	Count Total	0	0	0	0	0
Peak Hour	0	0	0	0	0	Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0



Weekday AM and PM Peak Hour Volumes

Emergence Environmental Center

ATTACHMENT
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Attachment C

LOS Definitions and Worksheets

Highway Capacity Manual 7th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual* 7th Edition (Transportation Research Board, 2022).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F[1]	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 7th Edition*, Transportation Research Board, 2022, respectively.
1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop controlled. All-way stop controlled intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F[1]	>50

Source: *Highway Capacity Manual 7th Edition*, Transportation Research Board, 2022, respectively.
1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	3	0	20	0	75	5	25	20	0
Future Vol, veh/h	2	0	0	3	0	20	0	75	5	25	20	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	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	0	4	0	25	0	95	6	32	25	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	184	190	25	187	187	98	25	0	0	101	0	0
Stage 1	89	89	-	98	98	-	-	-	-	-	-	-
Stage 2	95	101	-	89	89	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	782	709	1057	778	711	963	1602	-	-	1504	-	-
Stage 1	924	825	-	913	818	-	-	-	-	-	-	-
Stage 2	917	815	-	924	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	745	693	1057	762	696	963	1602	-	-	1504	-	-
Mov Cap-2 Maneuver	745	693	-	762	696	-	-	-	-	-	-	-
Stage 1	904	808	-	913	818	-	-	-	-	-	-	-
Stage 2	893	815	-	904	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.85	8.99	0	4.14
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	745	931	1000	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.031	0.021	-	-
HCM Control Delay (s/veh)	0	-	-	9.8	9	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

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	0	1	10	0	5	2	35	15	3	40	1
Future Vol, veh/h	0	0	1	10	0	5	2	35	15	3	40	1
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	11	0	5	2	38	16	3	43	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	92	108	44	99	101	46	44	0	0	54	0	0
Stage 1	50	50	-	50	50	-	-	-	-	-	-	-
Stage 2	42	58	-	49	51	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	897	786	1032	887	793	1030	1577	-	-	1565	-	-
Stage 1	968	857	-	968	857	-	-	-	-	-	-	-
Stage 2	978	850	-	969	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	783	1032	883	791	1030	1577	-	-	1565	-	-
Mov Cap-2 Maneuver	889	783	-	883	791	-	-	-	-	-	-	-
Stage 1	966	855	-	967	856	-	-	-	-	-	-	-
Stage 2	971	849	-	966	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.49	8.95	0.28	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	65	-	-	1032	927	122	-	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.017	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.5	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	3	0	20	0	75	5	25	20	0
Future Vol, veh/h	2	0	0	3	0	20	0	75	5	25	20	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	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	0	4	0	25	0	95	6	32	25	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	184	190	25	187	187	98	25	0	0	101	0	0
Stage 1	89	89	-	98	98	-	-	-	-	-	-	-
Stage 2	95	101	-	89	89	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	782	709	1057	778	711	963	1602	-	-	1504	-	-
Stage 1	924	825	-	913	818	-	-	-	-	-	-	-
Stage 2	917	815	-	924	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	745	693	1057	762	696	963	1602	-	-	1504	-	-
Mov Cap-2 Maneuver	745	693	-	762	696	-	-	-	-	-	-	-
Stage 1	904	808	-	913	818	-	-	-	-	-	-	-
Stage 2	893	815	-	904	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.85	8.99	0	4.14
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	745	931	1000	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.031	0.021	-	-
HCM Control Delay (s/veh)	0	-	-	9.8	9	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

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	0	1	10	0	5	2	35	15	3	40	1
Future Vol, veh/h	0	0	1	10	0	5	2	35	15	3	40	1
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	11	0	5	2	38	16	3	43	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	92	108	44	99	101	46	44	0	0	54	0	0
Stage 1	50	50	-	50	50	-	-	-	-	-	-	-
Stage 2	42	58	-	49	51	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	897	786	1032	887	793	1030	1577	-	-	1565	-	-
Stage 1	968	857	-	968	857	-	-	-	-	-	-	-
Stage 2	978	850	-	969	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	783	1032	883	791	1030	1577	-	-	1565	-	-
Mov Cap-2 Maneuver	889	783	-	883	791	-	-	-	-	-	-	-
Stage 1	966	855	-	967	856	-	-	-	-	-	-	-
Stage 2	971	849	-	966	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.49	8.95	0.28	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	65	-	-	1032	927	122	-	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.017	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.5	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	3	0	95	0	75	5	100	20	0
Future Vol, veh/h	2	0	0	3	0	95	0	75	5	100	20	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	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	0	4	0	120	0	95	6	127	25	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	373	380	25	377	377	98	25	0	0	101	0	0
Stage 1	278	278	-	98	98	-	-	-	-	-	-	-
Stage 2	95	101	-	278	278	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	587	556	1057	584	558	963	1602	-	-	1504	-	-
Stage 1	732	684	-	913	818	-	-	-	-	-	-	-
Stage 2	917	815	-	732	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	470	508	1057	535	510	963	1602	-	-	1504	-	-
Mov Cap-2 Maneuver	470	508	-	535	510	-	-	-	-	-	-	-
Stage 1	670	625	-	913	818	-	-	-	-	-	-	-
Stage 2	802	815	-	670	625	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.7	9.41	0	6.35
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	470	940	1483	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.132	0.084	-	-
HCM Control Delay (s/veh)	0	-	-	12.7	9.4	7.6	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	170	0	3	120
Future Vol, veh/h	0	3	170	0	3	120
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, %	0	0	0	0	0	0
Mvmt Flow	0	3	185	0	3	130

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	185	0	0	185	0
Stage 1	185	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	676	863	-	-	1402	-
Stage 1	852	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	674	863	-	-	1402	-
Mov Cap-2 Maneuver	674	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.19	0	0.18
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	863	44	-
HCM Lane V/C Ratio	-	-	0.004	0.002	-
HCM Control Delay (s/veh)	-	-	9.2	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	35	20	0	0	75
Future Vol, veh/h	75	35	20	0	0	75
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, %	0	0	0	0	0	0
Mvmt Flow	82	38	22	0	0	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	223	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1607	-	-	-	770	1061
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	730	1061
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.02	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1227	-	-	-	1061
HCM Lane V/C Ratio	0.051	-	-	-	0.077
HCM Control Delay (s/veh)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	10	0	80	2	35	15	78	40	1
Future Vol, veh/h	0	0	1	10	0	80	2	35	15	78	40	1
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	11	0	86	2	38	16	84	43	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	253	269	44	261	262	46	44	0	0	54	0	0
Stage 1	211	211	-	50	50	-	-	-	-	-	-	-
Stage 2	42	58	-	211	212	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	704	640	1032	696	647	1030	1577	-	-	1565	-	-
Stage 1	795	731	-	968	857	-	-	-	-	-	-	-
Stage 2	978	850	-	796	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	609	604	1032	656	610	1030	1577	-	-	1565	-	-
Mov Cap-2 Maneuver	609	604	-	656	610	-	-	-	-	-	-	-
Stage 1	752	691	-	967	856	-	-	-	-	-	-	-
Stage 2	895	849	-	751	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.49	9.13	0.28	4.87
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	65	-	-	1032	968	1174	-	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.1	0.054	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.5	9.1	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	120	0	3	120
Future Vol, veh/h	0	3	120	0	3	120
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, %	0	0	0	0	0	0
Mvmt Flow	0	3	130	0	3	130

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	130	0	0	130	0
Stage 1	130	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	726	925	-	-	1467	-
Stage 1	901	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	724	925	-	-	1467	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.91	0	0.18
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	925	44	-
HCM Lane V/C Ratio	-	-	0.004	0.002	-
HCM Control Delay (s/veh)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	15	15	0	0	75
Future Vol, veh/h	75	15	15	0	0	75
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, %	0	0	0	0	0	0
Mvmt Flow	82	16	16	0	0	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	196	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1614	-	-	-	798	1069
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1614	-	-	-	757	1069
Mov Cap-2 Maneuver	-	-	-	-	757	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.12	0	8.65
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1500	-	-	-	1069
HCM Lane V/C Ratio	0.051	-	-	-	0.076
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2