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# TRAFFIC IMPACT STUDY

## MCCORDSVILLE, INDIANA

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## PREPARED FOR

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## OCTOBER 2021

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## CERTIFICATION

I certify that this **TRAFFIC IMPACT STUDY** has been prepared by me and under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

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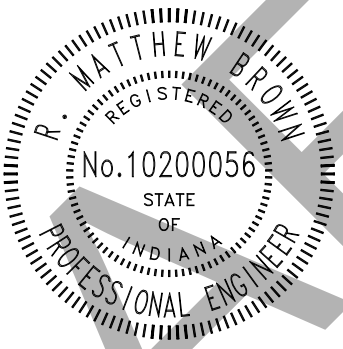


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Trevor Reich, E.I

## INTRODUCTION AND PURPOSE

This **TRAFFIC IMPACT STUDY**, prepared at the request of the Town of McCordsville, focuses on traffic improvements of five proposed future developments that will be located within the town.

The purpose of this analysis is to determine what impact the traffic generated by the proposed developments will have on the existing adjacent roadway system. This analysis will identify any existing roadway deficiencies or ones that may occur when the sites are developed.

Conclusions will be reached that will determine if the roadway system can accommodate the anticipated traffic volumes or will determine the modifications that will be required to the system if there are identified deficiencies.

Recommendations will be made that will address the conclusions resulting from this analysis. These recommendations will address feasible roadway system improvements to provide safe ingress and egress, to and from the proposed developments, with minimal interference to traffic on the public street system.

## SCOPE OF WORK

The scope of work for this analysis is as follows:

First, obtain turning movement traffic volume counts between the hours of 6:30 A.M. to 8:30 A.M. and 4:30 P.M. to 6:30 P.M. during a typical weekday in September 2021 at the following study intersections:

- Mt. Comfort Road & CR 700 N
- Mt. Comfort Road & CR 750 N
- Mt. Comfort Road & 2nd Street
- SR 234 & Broadway
- SR 234 & CR 500 W
- CR 750 N & CR 500 W
- CR 700 N & CR 500 W

Second, estimate year 2041 background traffic volumes at the study intersections by applying an annual growth rate to the existing traffic counts.

Third, estimate the number of peak hour trips that will be generated by the proposed developments.

Fourth, assign and distribute the generated traffic from the proposed developments to the study intersections.

Fifth, prepare a capacity analysis, level of service analysis, and turn lane analysis for each of the following scenarios:

*Scenario 1: Existing Traffic Volumes* – Based on existing peak hour traffic volumes.

*Scenario 2: Year 2041 Proposed Development Traffic Volumes* – Based on the sum of calculated year 2041 background traffic volumes and generated traffic from the proposed developments.

Sixth, prepare recommendations for the roadway geometrics that will be needed to accommodate the total traffic volumes once the proposed developments are constructed.

Finally, prepare a **TRAFFIC IMPACT STUDY** report documenting all data, analyses, conclusions, and recommendations to provide for the safe and efficient movement of traffic through the study area.

## DESCRIPTION OF THE PROPOSED DEVELOPMENTS

Five developments were considered in this study. The following is a description of each proposed development.

### BROADVIEW FARMS

The Broadview Farms development is located along Mt. Comfort Road south of CR 750 N. The proposed development will consist of 281 single-family homes and 148 multifamily units. As proposed, Broadview Farms will be served by two full access drives along Mt. Comfort Road, one full access drive along CR 750 N, and two connections to the existing Woods at Gateway Crossing development to the west.

### COLONNADE

The Colonnade development is located between CR 750 N and CR 700 N east of Mt. Comfort Road. The proposed development will consist of 199 single-family homes and 77 multifamily units. As proposed, Colonnade will be served by two full access drives along CR 750 N and one full access drive along CR 700 N.

### JACOBI LEGACY FARMS

The Jacobi Legacy Farms development is located along CR 750 N west of CR 500 W. The proposed development will consist of 359 single-family homes and 74 multifamily units. As proposed, Jacobi Legacy Farms will be served by three full access drives along CR 750 N, one full access drive along CR 500 W, and a connection of the proposed McCord Square development to the west.

### MCCORD SQUARE

The McCord Square development is located north of CR 750 N and south of Broadway and SR 234. McCord Square will consist of 462 multifamily units, 74,000 square feet of various retail land

uses, and 12,000 square feet of various office land uses. As proposed, the development will be serviced by three full access drives along CR 750 N, one full access drive along Mt. Comfort Road, two full access drives along Broadway, one full access drive along SR 234, and a connection to the proposed Jacobi Legacy Farms development to the east.

TOWER

The Tower development is located north of CR 750 N and south of Broadway and SR 234. The site will consist of 50 single-family homes, 52 multifamily units, 73,000 square feet of various retail land uses, and 13,000 square feet of various office land uses. As proposed, the development will be serviced by three full access drives along CR 750 N, one full access drive along Mt. Comfort Road, two full access drives along Broadway, one full access drive along SR 234, and a connection to the proposed Jacobi Legacy Farms development to the east.

**Figure 1** is an area map showing the location of the proposed developments.

## STUDY AREA

The study area for this analysis has been defined to include the following intersections:

- Mt. Comfort Road & CR 700 N/Proposed Broadview Farms South Access Drive
- Mt. Comfort Road & CR 750 N
- Mt. Comfort Road & 2nd Street/Proposed McCord Square Access Drive
- SR 234 & Broadway
- SR 234 & CR 500 W
- CR 750 N & CR 500 W
- CR 700 N & CR 500 W
- Mt. Comfort Road & Proposed Broadview Farms North Access Drive
- CR 750 N & McCord Street/Proposed Broadview Farms Access Drive
- CR 750 N & Proposed McCord Square East Access Drive/Proposed Colonnade East Access Drive
- CR 750 N & Proposed McCord Square West Access Drive
- CR 750 N & Proposed McCord Square Townhome Access Drive
- Broadway & Proposed McCord Square West Access Drive
- Broadway & Proposed McCord Square East Access Drive
- SR 234 & Proposed McCord Square Access Drive
- CR 700 N & Proposed Colonnade Access Drive
- CR 750 N & Proposed Colonnade West Access Drive
- CR 750 N & Proposed Jacobi Legacy Farms West Access Drive
- CR 750 N & Proposed Jacobi Legacy Farms Main Access Drive
- CR 750 N & Proposed Jacobi Legacy Farms East Access Drive
- CR 500 W & Proposed Jacobi Legacy Farms Access Drive
- McCord Square Access Drive & Jacobi Legacy Farms Access Drive

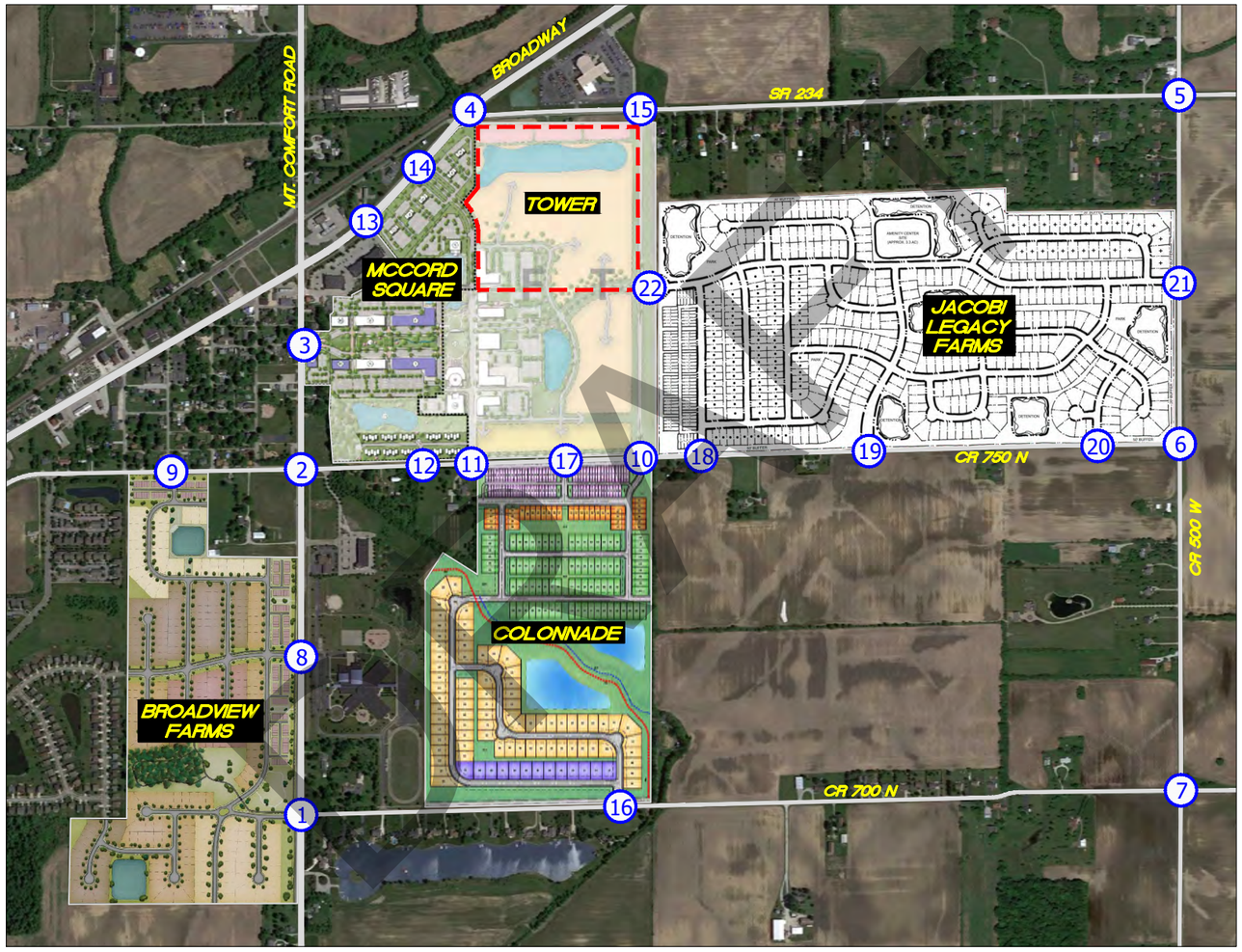


***FIGURE 1***

***AREA MAP***

***TRAFFIC IMPACT STUDY***
***TOWN OF MCCORDSVILLE***
***MCCORDSVILLE, IN***

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## DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed developments will be primarily served by the public roadway system that includes Mt. Comfort Road, CR 500 W, Broadway, SR 234, CR 750 N, CR 700 N, 2nd Street, and McCord Street.

TABLE 1 – DESCRIPTION OF THE ABUTTING STREET SYSTEM

| STREET NAME | NUMBER OF LANES | SPEED LIMIT (MPH) | FUNCTIONAL CLASSIFICATION |
|---|---|---|---|
| Mt. Comfort Road | 2 | 30/40 | Principle Arterial |
| CR 500 W | 2 | 50 | Local Road |
| Broadway | 2/4 | 40 | Minor Arterial |
| SR 234 | 2 | 55 | Major Collector |
| CR 750 N | 2 | 45 | Major Collector/Local Road |
| CR 700 N | 2 | 45 | Local Road |
| 2nd Street | 2 | 25 | Local Road |
| McCord Street | 2 | 25 | Local Road |

## EXISTING TRAFFIC VOLUMES & PEAK HOURS

Turning movement traffic volume counts were collected by A&F Engineering between the hours of 6:30 AM to 8:30 AM and 4:30 PM to 6:30 PM during a typical weekday in September 2021 under good weather conditions. According to the turning movement counts, the AM and PM peak hours vary slightly at each study intersection. Hence, the actual peak hours were used at each study intersection to create a "worse-case" scenario. **Figure 2** is a summary of the existing traffic volumes. The intersection count output summary sheets are included in the **Appendix.**

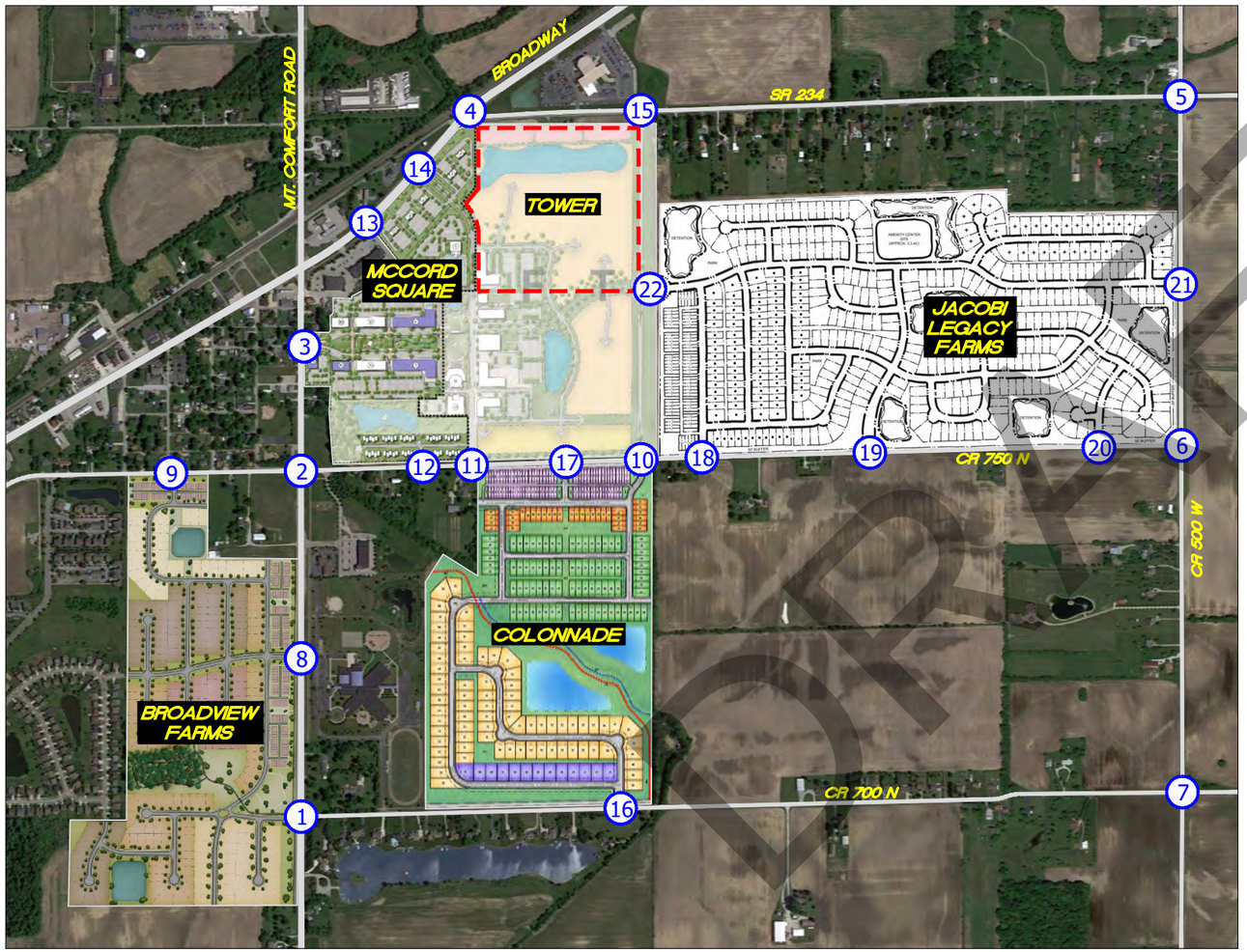
## YEAR 2041 BACKGROUND TRAFFIC VOLUMES

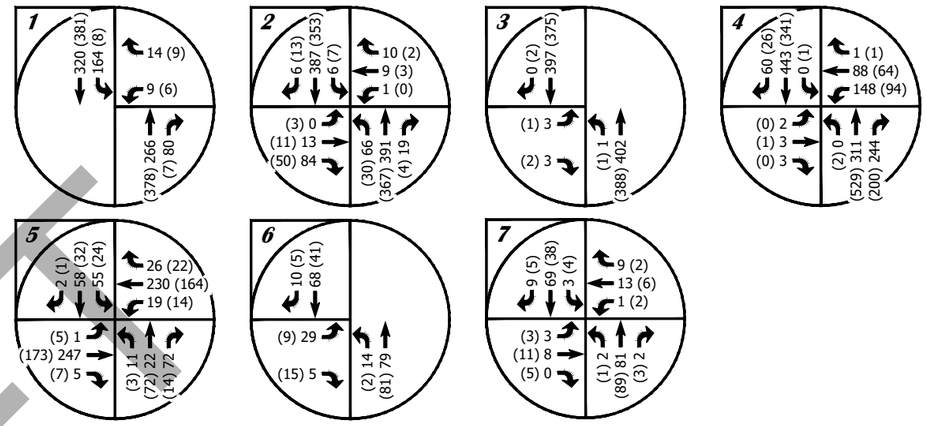
In order to account for growth in background traffic volumes, an annual growth rate is applied to the existing traffic volumes. For this analysis, a 0.5% per year growth rate was applied. Therefore, a growth factor of 1.1 was applied to the existing traffic volumes. The year 2041 background traffic volumes are shown in the **Appendix.**

## GENERATED TRAFFIC VOLUMES FROM THE PROPOSED DEVELOPMENTS

The estimate of newly generated traffic is a function of the development size and of the character of the land use. The ITE *Trip Generation Manual*[1] was used to calculate the number of trips that will be generated by each of the proposed developments. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. The following tables summarize the total trips that will be generated by each of the proposed developments.

[1] *Trip Generation Manual*, Institute of Transportation Engineers, Tenth Edition, 2017.




LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

**TRAFFIC IMPACT STUDY**
**TOWN OF MCCORDSVILLE**
**MCCORDSVILLE, IN**

**FIGURE 2**

**EXISTING TRAFFIC VOLUMES**



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TABLE 2 – TOTAL GENERATED TRIPS FROM BROADVIEW FARMS DEVELOPMENT

| DEVELOPMENT INFORMATION | | | GENERATED TRIPS | | | |
|---|---|---|---|---|---|---|
| LAND USE | ITE CODE | SIZE | AM PEAK HOUR | | PM PEAK HOUR | |
| | | | ENTER | EXIT | ENTER | EXIT |
| Single-Family Housing | 210 | 281 DU | 51 | 153 | 173 | 101 |
| Multifamily Housing | 220 | 148 DU | 16 | 53 | 53 | 31 |
| **TOTAL** | | | **67** | **206** | **226** | **132** |

TABLE 3 – TOTAL GENERATED TRIPS FROM COLONNADE DEVELOPMENT

| DEVELOPMENT INFORMATION | | | GENERATED TRIPS | | | |
|---|---|---|---|---|---|---|
| LAND USE | ITE CODE | SIZE | AM PEAK HOUR | | PM PEAK HOUR | |
| | | | ENTER | EXIT | ENTER | EXIT |
| Single-Family Housing | 210 | 199 DU | 37 | 109 | 124 | 73 |
| Multifamily Housing | 220 | 77 DU | 9 | 28 | 30 | 17 |
| **TOTAL** | | | **46** | **137** | **154** | **90** |

TABLE 4 – TOTAL GENERATED TRIPS FROM JACOBI LEGACY FARMS DEVELOPMENT

| DEVELOPMENT INFORMATION | | | GENERATED TRIPS | | | |
|---|---|---|---|---|---|---|
| LAND USE | ITE CODE | SIZE | AM PEAK HOUR | | PM PEAK HOUR | |
| | | | ENTER | EXIT | ENTER | EXIT |
| Single-Family Housing | 210 | 359 DU | 65 | 195 | 219 | 128 |
| Multifamily Housing | 220 | 74 DU | 8 | 28 | 28 | 17 |
| **TOTAL** | | | **73** | **223** | **247** | **145** |

TABLE 5 – TOTAL GENERATED TRIPS FROM MCCORD SQUARE DEVELOPMENT

| DEVELOPMENT INFORMATION | | | GENERATED TRIPS | | | |
|---|---|---|---|---|---|---|
| LAND USE | ITE CODE | SIZE | AM PEAK HOUR | | PM PEAK HOUR | |
| | | | ENTER | EXIT | ENTER | EXIT |
| Multifamily Housing | 220 | 462 DU | 47 | 157 | 146 | 85 |
| Shopping Center | 820 | 74,000 SF | 117 | 72 | 209 | 226 |
| General Office | 710 | 12,000 SF | 33 | 5 | 2 | 13 |
| **TOTAL** | | | **197** | **234** | **357** | **324** |

TABLE 6 – TOTAL GENERATED TRIPS FROM TOWER DEVELOPMENT

| DEVELOPMENT INFORMATION | | | GENERATED TRIPS | | | |
|---|---|---|---|---|---|---|
| LAND USE | ITE CODE | SIZE | AM PEAK HOUR | | PM PEAK HOUR | |
| | | | ENTER | EXIT | ENTER | EXIT |
| Single-Family Housing | 210 | 50 DU | 10 | 30 | 33 | 19 |
| Shopping Center | 820 | 73,000 SF | 117 | 71 | 206 | 224 |
| Multifamily Housing | 220 | 52 DU | 6 | 20 | 21 | 12 |
| General Office | 710 | 13,000 SF | 34 | 5 | 3 | 13 |
| **TOTAL** | | | **167** | **126** | **263** | **268** |

## PASS-BY & INTERNAL TRIPS

Pass-by trips are trips that are already in the existing traffic stream along the adjacent public roadway system that enter a site, utilize the site, and then return back to the existing traffic stream. Residential developments usually do not generate a significant number of pass-by trips. However, retail land uses typically generate a significant number of pass-by trips. Therefore, the pass-by trip procedures outlined within the ITE *Trip Generation Handbook*[2] were used to estimate the pass-by trips for the McCord Square and Tower developments.

An internal trip results when a trip is made between two or more land uses without traversing the external public roadway system. The Broadview Farms, Colonnade, and Jacobi Legacy Farms are all a single land use and as a result, will not generate internal trips. However, the McCord Square and Tower developments will generate internal trips based on the procedures in the ITE *Trip Generation Handbook*. A summary of trip reductions for the proposed developments are shown in **Table 7** and **Table 8**.

TABLE 7 – PASS-BY AND INTERNAL TRIP REDUCTIONS FOR THE PROPOSED MCCORD SQUARE DEVELOPMENT

| DEVELOPMENT INFORMATION | | | GENERATED TRIPS | | | |
|---|---|---|---|---|---|---|
| LAND USE | ITE CODE | SIZE | AM PEAK | | PM PEAK | |
| | | | IN | OUT | IN | OUT |
| **Multifamily Housing** | **220** | **462 DU** | **47** | **157** | **146** | **85** |
| | | Internal Trips | 1 | 3 | 59 | 22 |
| | | External Trips | 46 | 154 | 87 | 63 |
| **Shopping Center** | **820** | **74k SF** | **117** | **72** | **209** | **226** |
| | | Internal Trips | 3 | 2 | 24 | 60 |
| | | External Trips | 114 | 70 | 185 | 166 |
| | | External Pass-By Trips | 24 | 24 | 56 | 56 |
| | | External Non-Pass-By Trips | 90 | 46 | 129 | 110 |
| **General Office** | **710** | **12k SF** | **33** | **5** | **2** | **13** |
| | | Internal Trips | 2 | 1 | 2 | 3 |
| | | External Trips | 31 | 4 | 0 | 10 |
| TOTAL TRIPS | | | 197 | 234 | 357 | 324 |
| INTERNAL TRIPS | | | 6 | 6 | 85 | 85 |
| EXTERNAL TRIPS | | | 191 | 228 | 272 | 239 |
| EXTERNAL PASS-BY TRIPS | | | 24 | 24 | 56 | 56 |
| EXTERNAL NON-PASS-BY TRIPS | | | 167 | 204 | 216 | 183 |



[2] *Trip Generation Handbook*, Institute of Transportation Engineers, 2004.

TABLE 8 – PASS-BY AND INTERNAL TRIP REDUCTIONS FOR THE PROPOSED TOWER DEVELOPMENT

| DEVELOPMENT INFORMATION | | | GENERATED TRIPS | | | |
|---|---|---|---|---|---|---|
| LAND USE | ITE CODE | SIZE | AM PEAK | | PM PEAK | |
| | | | IN | OUT | IN | OUT |
| **Single-Family Housing** | **210** | **50 DU** | **10** | **30** | **33** | **19** |
| | | Internal Trips | 0 | 1 | 15 | 9 |
| | | External Trips | 10 | 29 | 18 | 10 |
| **Shopping Center** | **820** | **73k SF** | **117** | **71** | **206** | **224** |
| | | Internal Trips | 1 | 1 | 16 | 26 |
| | | External Trips | 116 | 70 | 190 | 198 |
| | | External Pass-By Trips | 24 | 24 | 65 | 65 |
| | | External Non-Pass-By Trips | 92 | 46 | 125 | 133 |
| **Multifamily Housing** | **210** | **52 DU** | **6** | **20** | **21** | **12** |
| | | Internal Trips | 0 | 0 | 10 | 5 |
| | | External Trips | 6 | 20 | 11 | 7 |
| **General Office** | **710** | **12k SF** | **34** | **5** | **3** | **13** |
| | | Internal Trips | 2 | 1 | 2 | 3 |
| | | External Trips | 32 | 4 | 1 | 10 |
| TOTAL TRIPS | | | 167 | 126 | 263 | 268 |
| INTERNAL TRIPS | | | 3 | 3 | 43 | 43 |
| EXTERNAL TRIPS | | | 164 | 123 | 220 | 225 |
| EXTERNAL PASS-BY TRIPS | | | 24 | 24 | 65 | 65 |
| EXTERNAL NON-PASS-BY TRIPS | | | 140 | 99 | 155 | 160 |

## ASSIGNMENT AND DISTRIBUTION OF GENERATED TRIPS

The study methodology used to determine the traffic volumes from the site that will be added to the street system is defined as follows:

1. The volume of traffic that will enter and exit the proposed developments must be assigned to the access points and to the public street system. Using the traffic volume data collected for this analysis, traffic to and from the developments have been assigned to the proposed driveways and to the public street system that will be serving the site.
2. To determine the volumes of traffic that will be added to the public roadway system, the generated traffic must be distributed by direction to the public roadways at their intersection with the driveways. For the proposed developments, the trip distribution was based on the location of the developments, the existing traffic patterns, and the assignment of generated traffic.

**Figure 3A** and **Figure 3B** illustrate the assignment and distribution of generated traffic volumes for the proposed developments.

## GENERATED TRIPS ADDED TO THE STREET SYSTEM

The generated traffic volumes that can be expected from the proposed developments have been assigned to each of the study intersections. These volumes were determined based on the previously discussed trip generation data, assignment of generated traffic, and distribution of generated traffic. The total peak hour generated traffic volumes from the proposed developments are shown in the **Appendix**.

**Figure 4** shows the sum of year 2041 background traffic volumes and generated traffic volumes from the proposed developments.

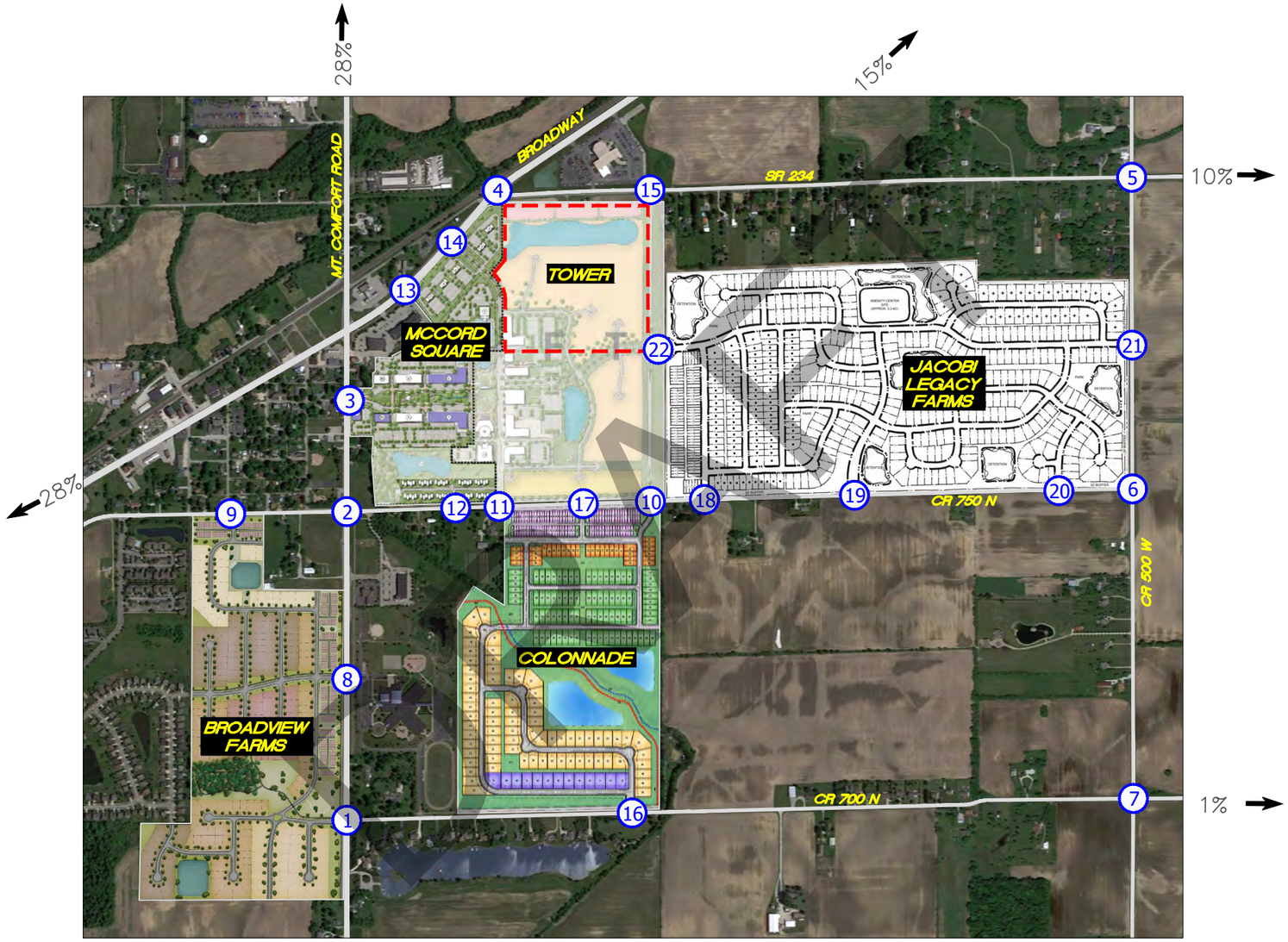


**FIGURE 3A**

**ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENTS (RESIDENTIAL)**

**TRAFFIC IMPACT STUDY**
**TOWN OF MCCORDSVILLE**
**MCCORDSVILLE, IN**

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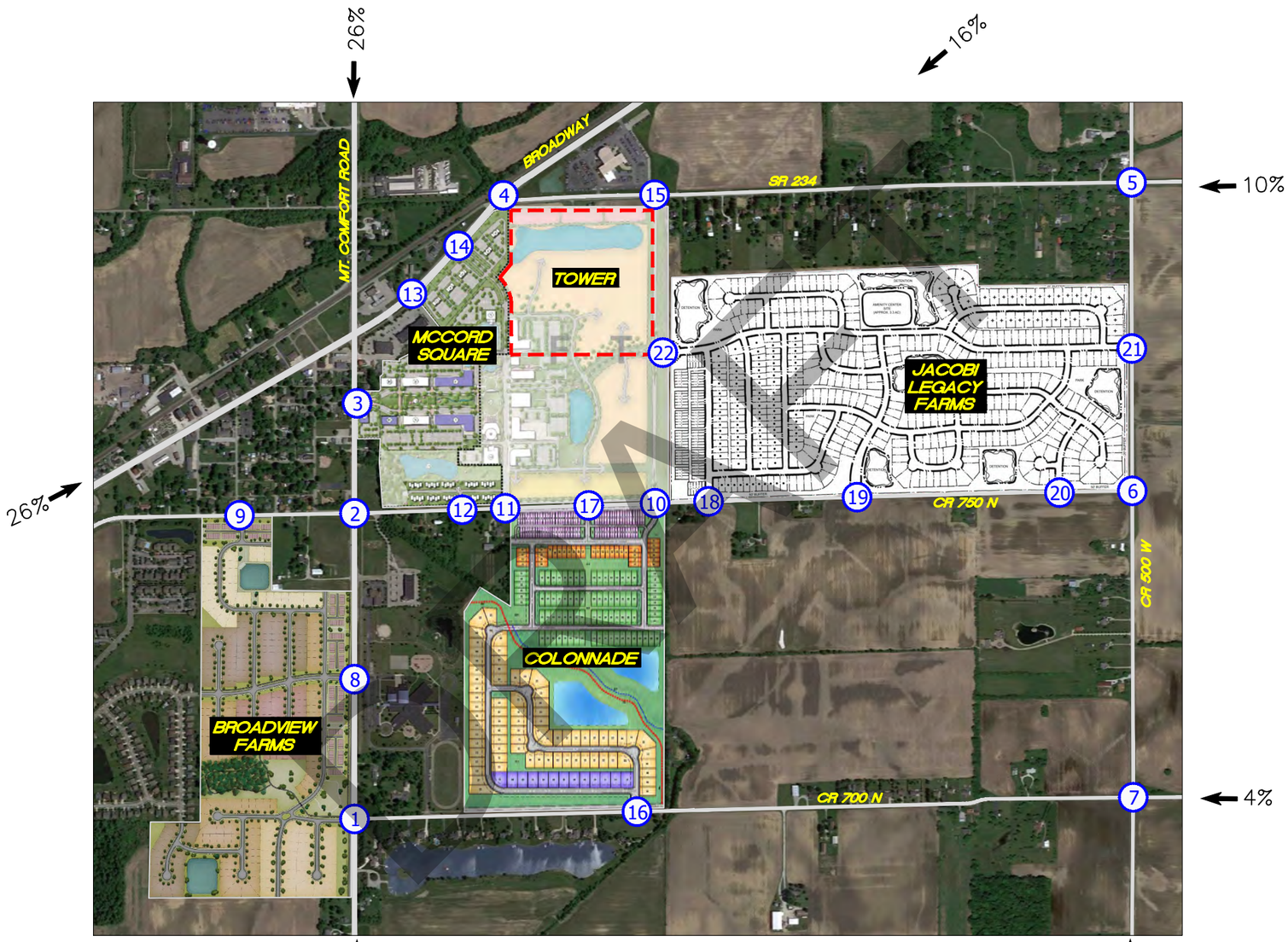


**FIGURE 3B**

**ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENTS (RETAIL & OFFICE)**

**TRAFFIC IMPACT STUDY**
**TOWN OF MCCORDSVILLE**
**MCCORDSVILLE, IN**

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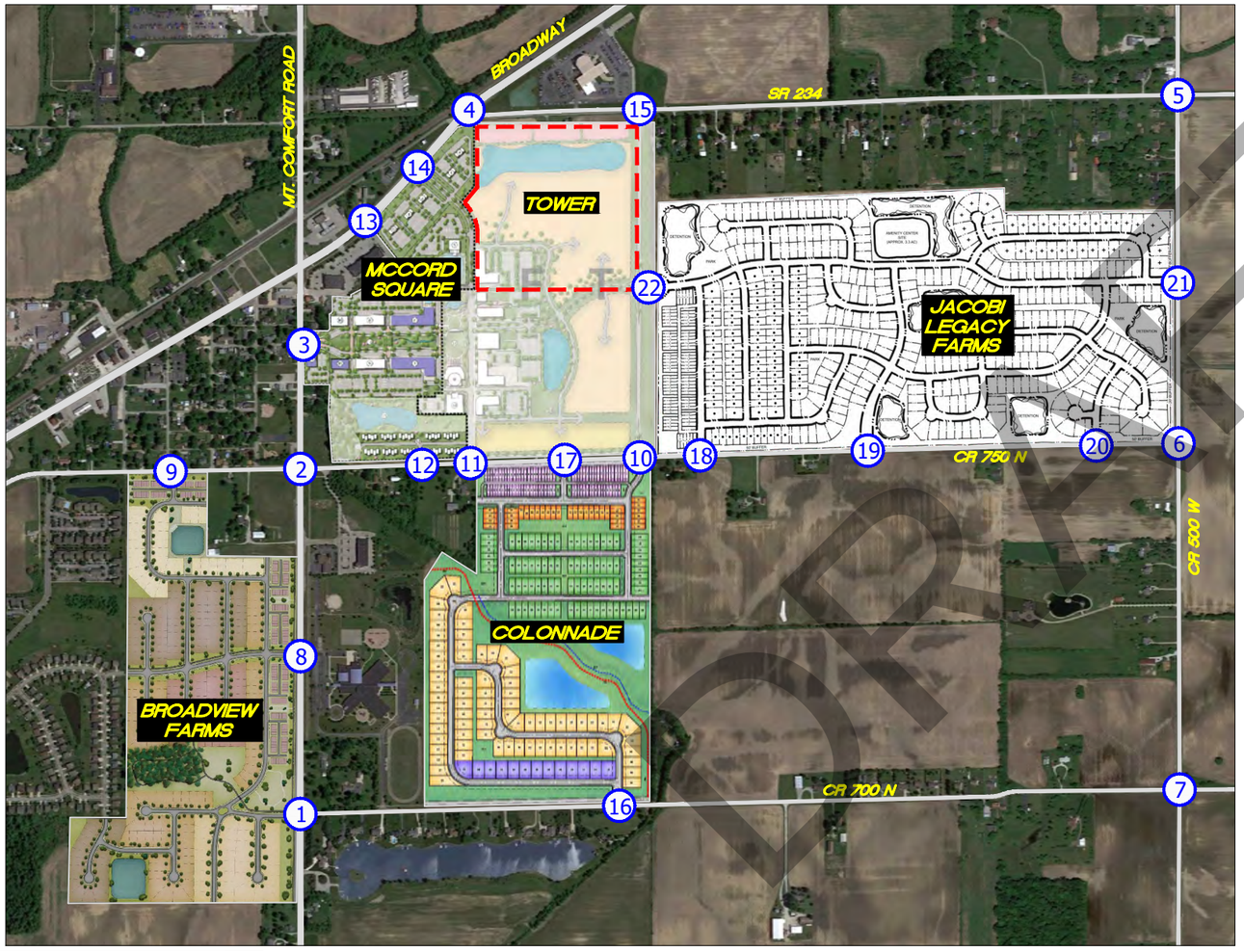



LEGEND

XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

**TRAFFIC IMPACT STUDY**
**TOWN OF MCCORDSVILLE**
**MCCORDSVILLE, IN**

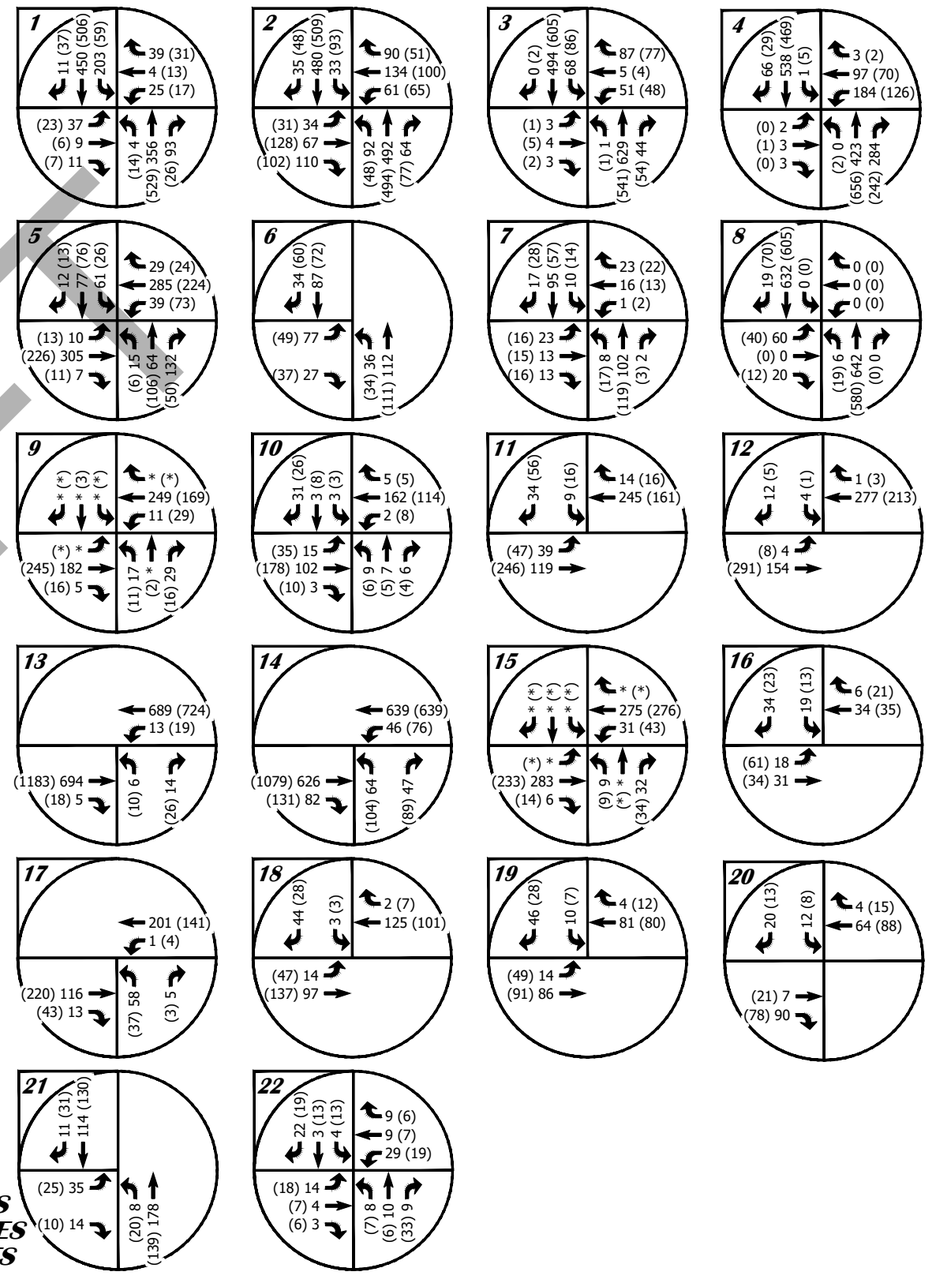



**FIGURE 4**

**SUM OF YEAR 2041**
**BACKGROUND TRAFFIC VOLUMES**
**AND GENERATED TRAFFIC VOLUMES**
**FROM PROPOSED DEVELOPMENTS**

## TURN LANE ANALYSIS

The generated peak hour traffic volumes were combined with year 2041 background traffic volumes to determine if turn lanes would be required along Mt. Comfort Road, Broadway, CR 500 W, SR 234, CR 750 N, or CR 700 N at the access drive locations. This analysis was done in accordance with the INDOT *Driveway Permit Manual*[3]. The results are summarized in the following table.

TABLE 9 – TURN LANE WARRANT RESULTS

| LOCATION | SCENARIO | RIGHT-TURN LANE | LEFT-TURN LANE |
|---|---|---|---|
| MT. COMFORT ROAD & CR 700 N/PROPOSED BROADVIEW FARMS SOUTH ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✔ |
| MT. COMFORT ROAD & 2ND STREET/PROPOSED MCCORD SQUARE ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✔ | ✔ |
| MT. COMFORT ROAD & PROPOSED BROADVIEW FARMS NORTH ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✔ | ✔ |
| CR 750 N & MCCORD STREET/PROPOSED BROADVIEW FARMS ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 750 N & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE/PROPOSED COLONNADE EAST ACCESS DRIVE (EASTBOUND) | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 750 N & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE/PROPOSED COLONNADE EAST ACCESS DRIVE (WESTBOUND) | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 750 N & PROPOSED MCCORD SQUARE WEST ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 750 N & PROPOSED MCCORD SQUARE TOWNHOME ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| BROADWAY & PROPOSED MCCORD SQUARE WEST ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | N/A |
| BROADWAY & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✔ | ✔ |
| SR 234 & PROPOSED MCCORD SQUARE ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✔ |



[3] INDOT *Driveway Permit Manual*, Indiana Department of Transportation, 2018

| | | | |
|---|---|---|---|
| CR 700 N & PROPOSED COLONNADE EAST ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 750 N & PROPOSED COLONNADE WEST ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 750 N & PROPOSED JACOBI LEGACY FARMS WEST ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 750 N & PROPOSED JACOBI LEGACY FARMS MAIN ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 750 N & PROPOSED JACOBI LEGACY FARMS EAST ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |
| CR 500 W & PROPOSED JACOBI LEGACY FARMS ACCESS DRIVE | Year 2041 Background Traffic Volumes + Proposed Development Traffic Volumes | ✗ | ✗ |

✔=Turn lane warranted; ✗=Turn lane not warranted; N/A = Not Applicable

It should be noted that even where right-turn lanes are not warranted, the Town of McCordsville Subdivision Control Ordinance requires the installation of right-turn lanes along the public roadway system at access drive locations. Where left-turn lanes are not shown to be warranted, passing blisters may be deemed necessary if right-of-way is available or can be obtained.

The graphs that show the left-turn lane and right-turn lane warrant criteria for the intersection are shown in the **Appendix**.

## CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/SimTraffic*[4].This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 6th Edition)*[5]. The following list shows the delays related to the levels of service for unsignalized intersections:

[4] *Synchro/SimTraffic 11*, Trafficware, 2020.
[5] *Highway Capacity Manual (HCM), 6th Edition* Transportation Research Board, National Research Council, Washington, DC, 2016.

| Level of Service | Control Delay (seconds/vehicle) | |
|---|---|---|
| | UNSIGNALIZED | SIGNALIZED |
| A | Less than or equal to 10 | Less than or equal to 10 |
| B | Between 10.1 and 15 | Between 10.1 and 20 |
| C | Between 15.1 and 25 | Between 20.1 and 35 |
| D | Between 25.1 and 35 | Between 35.1 and 55 |
| E | Between 35.1 and 50 | Between 55.1 and 80 |
| F | greater than 50 | greater than 80 |

## CAPACITY ANALYSIS SCENARIOS

To evaluate the proposed developments' effect on the public street system, a series of traffic volume scenarios were analyzed to determine the adequacy of the existing roadway network. From this analysis, necessary recommendations can be made to improve the public street system so it will accommodate the future traffic volumes. An analysis has been made for the peak hours at each of the study intersections for the following traffic volume scenarios:

*Scenario 1: Existing Traffic Volumes* – Based on existing peak hour traffic volumes. **Figure 2** is a summary of these traffic volumes.

*Scenario 2: Year 2041 Proposed Development Traffic Volumes* – Based on the sum of calculated year 2041 background traffic volumes and generated traffic from the proposed developments. **Figure 4** is a summary of these traffic volumes.

The following tables summarize the level of service results at each study intersections. The *Synchro* (*HCM 6th Edition*) intersection reports illustrating the capacity analysis results are included in the **Appendix**.

TABLE 10 – LEVEL OF SERVICE SUMMARY: MT. COMFORT ROAD & CR 700 N/PROPOSED BROADVIEW FARMS SOUTH ACCESS DRIVE (INT 1)

| APPROACH | AM PEAK Scenarios | | | PM PEAK Scenarios | | |
|---|---|---|---|---|---|---|
| | 1 | 2A | 2B | 1 | 2A | 2B |
| Northbound Approach | - | A | A | - | A | A |
| Southbound Approach | A | A | A | A | A | A |
| Eastbound Approach | - | F | A | - | E | A |
| Westbound Approach | C | F | A | B | D | A |
| **Intersection** | **-** | **-** | **A** | **-** | **-** | **A** |

Scenario 2A considers the construction of the eastbound approach with one inbound and two outbound lanes that will stop for Mt. Comfort Road. Analysis considers the construction of an exclusive northbound left-turn lane at the access drive.

Scenario 2B considers the construction of the eastbound approach with one inbound and one outbound lane and considers the intersection as a roundabout.

TABLE 11 – LEVEL OF SERVICE SUMMARY: MT. COMFORT ROAD & CR 750 N (INT 2)

| APPROACH | AM PEAK | | | PM PEAK | | |
|---|---|---|---|---|---|---|
| | Scenarios | | | Scenarios | | |
| | 1 | 2A | 2B | 1 | 2A | 2B |
| Northbound Approach | A | A | A | A | A | A |
| Southbound Approach | A | A | A | A | A | A |
| Eastbound Approach | C | F | A | B | F | A |
| Westbound Approach | C | F | B | B | F | A |
| **Intersection** | **-** | **-** | **A** | **-** | **-** | **A** |

Scenario 2A considers existing intersection conditions.
Scenario 2B considers the intersection as a roundabout.

TABLE 12 – LEVEL OF SERVICE SUMMARY: MT. COMFORT ROAD & 2ND STREET/PROPOSED MCCORD SQUARE ACCESS DRIVE (INT 3)

| APPROACH | AM PEAK | | | PM PEAK | | |
|---|---|---|---|---|---|---|
| | Scenarios | | | Scenarios | | |
| | 1 | 2A | 2B | 1 | 2A | 2B |
| Northbound Approach | A | A | B | A | A | A |
| Southbound Approach | - | A | A | - | A | A |
| Eastbound Approach | B | E | B | B | E | B |
| Westbound Approach | - | E | B | - | E | B |
| **Intersection** | **-** | **-** | **B** | **-** | **-** | **A** |

Scenario 2A considers the construction of the westbound approach with one inbound and two outbound lanes that will stop for Mt. Comfort Road. Analysis considers the construction of an exclusive northbound right-turn lane and an exclusive southbound left-turn lane at the access drive.
Scenario 2B considers the construction of the westbound approach with one inbound and two outbound lanes. Analysis considers the installation of a traffic signal and the construction of an exclusive northbound left-turn lane and an exclusive southbound left-turn lane.

TABLE 13 – LEVEL OF SERVICE SUMMARY: SR 234 & BROADWAY (INT 4)

| APPROACH | AM PEAK | | PM PEAK | |
|---|---|---|---|---|
| | Scenarios | | Scenarios | |
| | 1 | 2 | 1 | 2 |
| Northbound Approach | A | A | A | B |
| Southbound Approach | B | B | A | A |
| Eastbound Approach | C | C | C | C |
| Westbound Approach | B | B | B | B |
| **Intersection** | **A** | **B** | **A** | **B** |

TABLE 14 – LEVEL OF SERVICE SUMMARY: SR 234 & CR 500 W (INT 5)

| APPROACH | AM PEAK | | | PM PEAK | | |
|---|---|---|---|---|---|---|
| | Scenarios | | | Scenarios | | |
| | 1 | 2A | 2B | 1 | 2A | 2B |
| Northbound Approach | B | D | A | B | C | A |
| Southbound Approach | C | F | A | B | D | A |
| Eastbound Approach | A | A | A | A | A | A |
| Westbound Approach | A | A | A | A | A | A |
| **Intersection** | **-** | **-** | **A** | **-** | **-** | **A** |

Scenario 2A considers existing intersection conditions.
Scenario 2B considers the intersection as a lane roundabout.

TABLE 15 – LEVEL OF SERVICE SUMMARY: CR 750 N & CR 500 W (INT 6)

| APPROACH | AM PEAK | | PM PEAK | |
|---|---|---|---|---|
| | Scenarios | | Scenarios | |
| | 1 | 2 | 1 | 2 |
| Northbound Left-Turn | A | A | A | A |
| Eastbound Approach | A | B | A | B |

TABLE 16 – LEVEL OF SERVICE SUMMARY: CR 700 N & 500 W (INT 7)

| APPROACH | AM PEAK | | PM PEAK | |
|---|---|---|---|---|
| | Scenarios | | Scenarios | |
| | 1 | 2 | 1 | 2 |
| Northbound Left-Turn | A | A | A | A |
| Southbound Left-Turn | A | A | A | A |
| Eastbound Approach | B | B | A | B |
| Westbound Approach | A | B | A | B |

TABLE 17 – LEVEL OF SERVICE SUMMARY: MT. COMFORT ROAD & PROPOSED BROADVIEW FARMS NORTH ACCESS DRIVE (INT 8)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Northbound Approach | A | A |
| Southbound Approach | A | A |
| Eastbound Left-Turn | F | E |
| Westbound Left-Turn | A | A |

Analysis considers the construction of the eastbound approach with one inbound and two outbound lanes that will stop for Mt. Comfort Road and the construction of an exclusive northbound left-turn lane and an exclusive southbound right-turn lane.

TABLE 18 – LEVEL OF SERVICE SUMMARY: CR 750 N & MCCORD STREET/PROPOSED BROADVIEW FARMS ACCESS DRIVE (INT 9)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Northbound Approach | B | B |
| Southbound Approach | A | B |
| Eastbound Left-Turn | A | A |
| Westbound Left-Turn | A | A |

Analysis considers the construction of the northbound approach with one inbound and two outbound lanes that will stop for CR 750 N.

TABLE 19 – LEVEL OF SERVICE SUMMARY: CR 750 N & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE/PROPOSED COLONNADE EAST ACCESS DRIVE (INT 10)

| APPROACH | AM PEAK | | PM PEAK | |
|---|---|---|---|---|
| | Scenarios | | Scenarios | |
| | 2A | 2B | 2A | 2B |
| Northbound Approach | B | A | B | A |
| Southbound Approach | A | A | B | A |
| Eastbound Approach | A | A | A | A |
| Westbound Approach | A | A | A | A |
| **Intersection** | - | **A** | - | **A** |

Scenario 2A considers the construction of the northbound and southbound approaches with one inbound and two outbound lanes that will stop for CR 750 N.
Scenario 2B considers the construction of the northbound and southbound approaches with one inbound and one outbound lane. Analysis considers the intersection as a roundabout.

TABLE 20 – LEVEL OF SERVICE SUMMARY: CR 750 N & PROPOSED MCCORD SQUARE WEST ACCESS DRIVE (INT 11)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Southbound Approach | B | B |
| Eastbound Left-Turn | A | A |

Analysis considers construction of the southbound approach with one inbound and two outbound lanes that will stop for CR 750 N.

TABLE 21 – LEVEL OF SERVICE SUMMARY: CR 750 N & PROPOSED MCCORD SQUARE TOWNHOME ACCESS DRIVE (INT 12)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Southbound Approach | B | B |
| Eastbound Left-Turn | A | A |

Analysis considers construction of the southbound approach with one inbound and two outbound lanes that will stop for CR 750 N.

TABLE 22 – LEVEL OF SERVICE SUMMARY: BROADWAY & PROPOSED MCCORD SQUARE WEST ACCESS DRIVE (INT 13)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Northbound Approach | C | D |
| Westbound Left-Turn | A | B |

TABLE 23 – LEVEL OF SERVICE SUMMARY: BROADWAY & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE (INT 14)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Northbound Approach | E | F |
| Westbound Left-Turn | A | B |

Analysis considers construction of the northbound approach with one inbound and two outbound lanes that will stop for Broadway. Analysis considers the construction of an exclusive eastbound right-turn lane and an exclusive westbound left-turn lane along Broadway at the access drive.

TABLE 24 – LEVEL OF SERVICE SUMMARY: SR 234 & PROPOSED MCCORD SQUARE ACCESS DRIVE (INT 15)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Northbound Approach | B | B |
| Southbound Approach | A | A |
| Eastbound Left-Turn | A | A |
| Westbound Left-Turn | A | A |

Analysis considers the construction of the northbound approach with one inbound and two outbound lanes that will stop for SR 234 and the construction of an exclusive westbound left-turn lane along SR 234 at the access drive.

TABLE 25 – LEVEL OF SERVICE SUMMARY: CR 700 N & PROPOSED COLONNADE ACCESS DRIVE (INT 16)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Southbound Approach | A | A |
| Eastbound Left-Turn | A | A |

Analysis considers the construction of the southbound approach with one inbound and two outbound lanes that will stop for CR 700 N.

TABLE 26 – LEVEL OF SERVICE SUMMARY: CR 750 N & PROPOSED COLONNADE WEST ACCESS DRIVE (INT 17)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Northbound Approach | B | B |
| Westbound Left-Turn | A | A |

Analysis considers the construction of the northbound approach with one inbound and two outbound lanes that will stop for CR 750 N.

TABLE 27 – LEVEL OF SERVICE SUMMARY: CR 750 N & PROPOSED JACOBI LEGACY FARMS WEST ACCESS DRIVE (INT 18)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Southbound Approach | A | A |
| Eastbound Left-Turn | A | A |

Analysis considers the construction of the southbound approach with one inbound and two outbound lanes that will stop for CR 750 N.

TABLE 28 – LEVEL OF SERVICE SUMMARY: CR 750 N & PROPOSED JACOBI LEGACY FARMS MAIN ACCESS DRIVE (INT 19)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Southbound Approach | A | A |
| Eastbound Left-Turn | A | A |

Analysis considers the construction of the southbound approach with one inbound and two outbound lanes that will stop for CR 750 N.

TABLE 29 – LEVEL OF SERVICE SUMMARY: CR 750 N & PROPOSED JACOBI LEGACY FARMS EAST ACCESS DRIVE (INT 20)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Southbound Approach | A | A |
| Eastbound Left-Turn | A | A |

Analysis considers the construction of the southbound approach with one inbound and two outbound lanes that will stop for CR 750 N.

TABLE 30 – LEVEL OF SERVICE SUMMARY: CR 500 W & PROPOSED JACOBI LEGACY FARMS ACCESS DRIVE (INT 21)

| APPROACH | AM PEAK | PM PEAK |
|---|---|---|
| | Scenarios | Scenarios |
| | 2 | 2 |
| Northbound Left-Turn | A | A |
| Eastbound Approach | B | B |

Analysis considers the construction of the eastbound approach with one inbound and two outbound lanes that will stop for CR 500 W.

TABLE 31 – LEVEL OF SERVICE SUMMARY: MCCORD SQUARE ACCESS DRIVE & JACOBI LEGACY FARMS ACCESS DRIVE (INT 22)

| APPROACH | AM PEAK | | PM PEAK | |
|---|---|---|---|---|
| | Scenarios | | Scenarios | |
| | 2A | 2B | 2A | 2B |
| Northbound Approach | A | A | A | A |
| Southbound Approach | A | A | A | A |
| Eastbound Approach | A | A | A | A |
| Westbound Approach | A | A | A | A |
| **Intersection** | **-** | **A** | **-** | **A** |

Scenario 2A considers the intersection as a two-way stop-controlled intersection with the east/west approaches stopping for the north/south approaches.
Scenario 2B considers the intersection as a roundabout.

## RECOMMENDATIONS

The recommendations that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, turn lane analysis, capacity analyses/level of service results, and a field review conducted at the site. The following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the site.

MT. COMFORT ROAD & CR 700 N/PROPOSED BROADVIEW FARMS SOUTH ACCESS DRIVE (INT 1)

- Construction of the eastbound approach with one inbound lane and one outbound lane.
- Conversion of the intersection to a dual-lane roundabout with two entering/exiting lanes on the northbound/southbound approaches and one entering/exiting lane on the eastbound/westbound approaches.

MT. COMFORT ROAD & CR 750 N (INT 2)

- Conversion of the intersection to a dual-lane roundabout with two entering/exiting lanes on the northbound/southbound approaches and one entering/exiting lane on the eastbound/westbound approaches.

MT. COMFORT ROAD & 2ND STREET/PROPOSED MCCORD SQUARE ACCESS DRIVE (INT 3)

- Installation of a traffic signal.
- Construction of the westbound approach with one inbound and two outbound lanes.
- Construction of an exclusive northbound left-turn lane and an exclusive southbound left-turn lane.

SR 234 & BROADWAY (INT 4)

- There are no recommended improvements at this intersection.

SR 234 & CR 500 W (INT 5)

- Conversion of the intersection to a single lane roundabout with one entering/exiting lane on each approach.
    - INDOT already has plans to make this improvement.

CR 750 N & CR 500 W (INT 6)

- There are no recommended improvements at this intersection.

CR 700 N & CR 500 W (INT 7)

- There are no recommended improvements at this intersection.

MT. COMFORT ROAD & PROPOSED BROADVIEW FARMS NORTH ACCESS DRIVE (INT 8)

- Construction of the eastbound approach with one inbound lane and two outbound lanes.
- Construction of an exclusive northbound left-turn lane and an exclusive southbound right-turn lane along Mt. Comfort Road at this location.
- The intersection should be stop controlled with the access drive stopping for Mt. Comfort Road.

CR 750 N & MCCORD STREET/PROPOSED BROADVIEW FARMS ACCESS DRIVE (INT 9)

- Construction of the northbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 750 N.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.

CR 750 N & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE/COLONNADE EAST ACCESS DRIVE (INT 10)

- Construction of the northbound approach and southbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 750 N.
- While not warranted, the installation of a right-turn lanes along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.

CR 750 N & PROPOSED MCCORD SQUARE WEST ACCESS DRIVE (INT 11)

- Construction of the southbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 750 N.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.
- A passing blister may be deemed necessary if right-of-way is available or can be obtained.

CR 750 N & PROPOSED MCCORD SQUARE TOWNHOME ACCESS DRIVE (INT 12)

- Construction of the southbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 750 N.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.
- A passing blister may be deemed necessary if right-of-way is available or can be obtained.

BROADWAY & PROPOSED MCCORD SQUARE WEST ACCESS DRIVE (INT 13)

- Construction of the northbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for Broadway.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.

BROADWAY & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE (INT 14)

- Construction of the northbound approach with one inbound lane and two outbound lanes.
- Construction of an exclusive westbound left-turn lane and an exclusive westbound right-turn lane along Broadway at this location.
- The intersection should be stop controlled with the access drive stopping for Broadway.

SR 234 & PROPOSED MCCORD SQUARE ACCESS DRIVE (INT 15)

- Construction of the northbound approach with one inbound lane and two outbound lanes.
- Construction of an exclusive westbound left-turn lane along SR 234 at the access drive location.
- The intersection should be stop controlled with the access drive stopping for SR 234.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.

CR 700 N & PROPOSED COLONNADE ACCESS DRIVE (INT 16)

- Construction of the southbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 700 N.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.
- A passing blister may be deemed necessary if right-of-way is available or can be obtained.

CR 750 N & PROPOSED COLONNADE WEST ACCESS DRIVE (INT 17)

- Construction of the northbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 750 N.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.
- A passing blister may be deemed necessary if right-of-way is available or can be obtained.

CR 750 N & PROPOSED JACOBI LEGACY FARMS WEST ACCESS DRIVE (INT 18)

- Construction of the southbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 750 N.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.
- A passing blister may be deemed necessary if right-of-way is available or can be obtained.

CR 750 N & PROPOSED JACOBI LEGACY FARMS MAIN ACCESS DRIVE (INT 19)

- Construction of the southbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 750 N.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.
- A passing blister may be deemed necessary if right-of-way is available or can be obtained.

CR 750 N & PROPOSED JACOBI LEGACY FARMS EAST ACCESS DRIVE (INT 20)

- Construction of the southbound approach with one inbound lane and one outbound lane.
- The intersection should be stop controlled with the access drive stopping for CR 750 N.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.
- A passing blister may be deemed necessary if right-of-way is available or can be obtained.

CR 500 W & PROPOSED JACOBI LEGACY FARMS ACCESS DRIVE (INT 21)

- Construction of the northbound approach with one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 500 W.
- While not warranted, the installation of a right-turn lane along the public roadway system is required by the Town of McCordsville Subdivision Control Ordinance.
- A passing blister may be deemed necessary if right-of-way is available or can be obtained.

MCCORD SQUARE ACCESS DRIVE & JACOBI LEGACY FARMS ACCESS DRIVE (INT 22)

- Construction of all approaches with at least one inbound lane and one outbound lane.
- The intersection should be stop controlled with the eastbound and westbound approaches stopping for the northbound and southbound approaches.

# TRAFFIC IMPACT STUDY

# APPENDIX

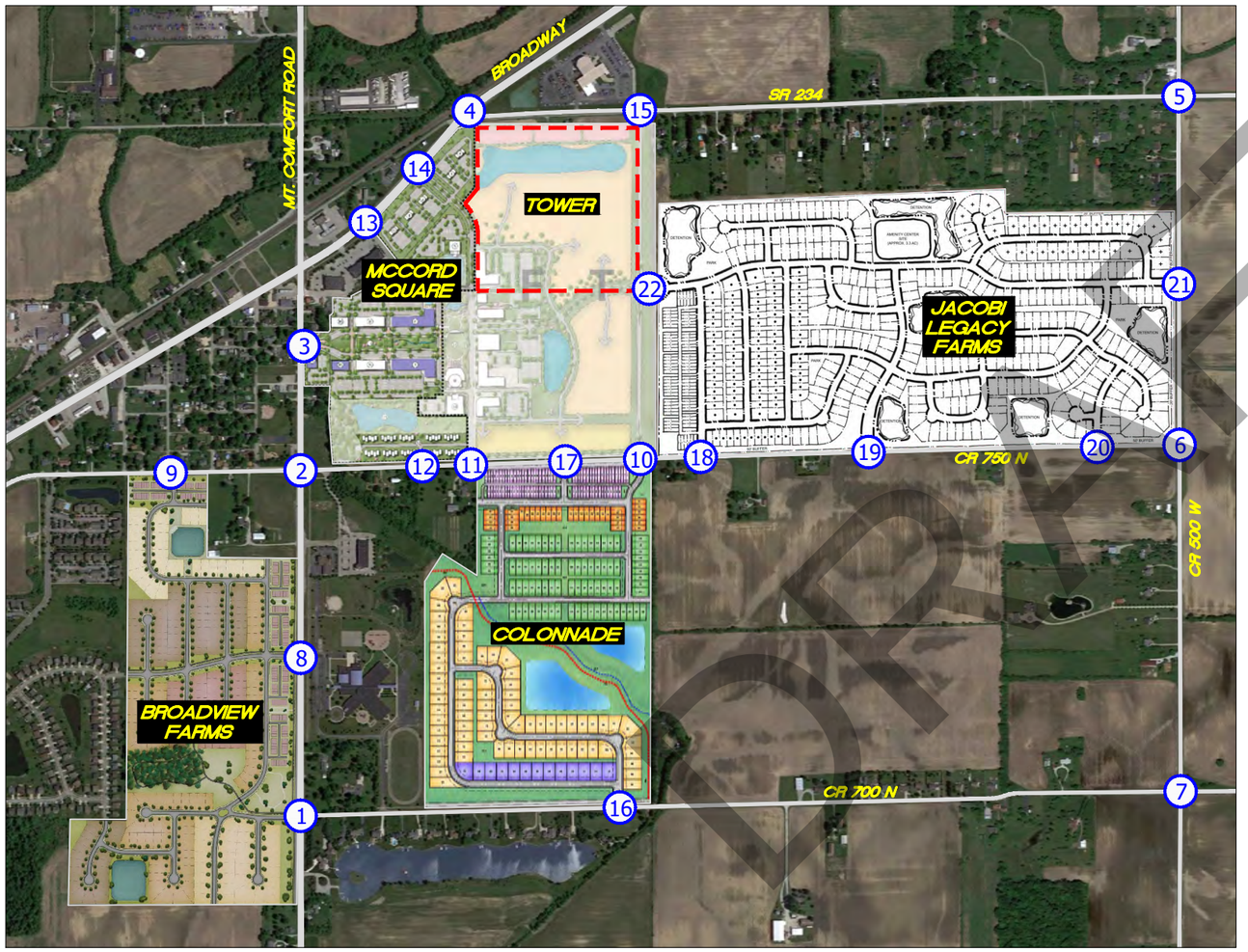


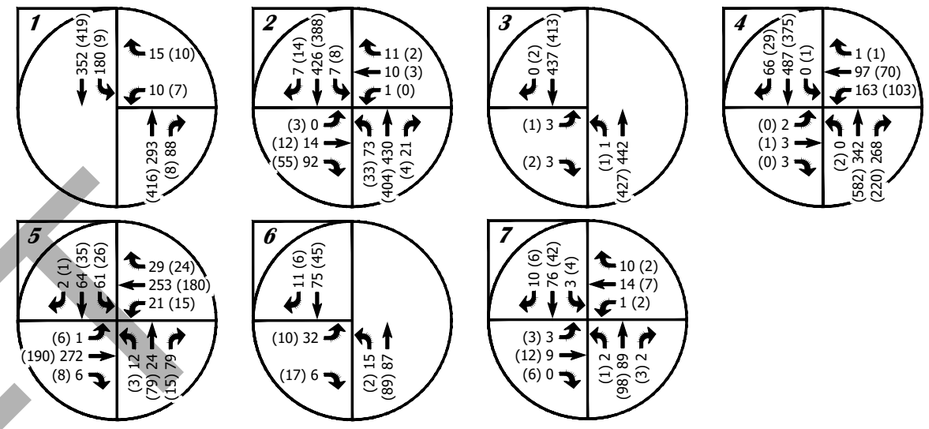
A&F ENGINEERING
Transportation & Site Engineering
Creating Order Since 1966

*8365 Keystone Crossing Boulevard, Suite 201*
*Indianapolis, IN 46240*
*Phone: (317) 202-0864  Fax: (317) 202-0908*

# ADDITIONAL FIGURES

A&F ENGINEERING
Transportation & Site Engineering
Creating Order Since 1966




LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

**TRAFFIC IMPACT STUDY**
**TOWN OF MCCORDSVILLE**
**MCCORDSVILLE, IN**

**FIGURE 2**

**YEAR 2041 BACKGROUND TRAFFIC VOLUMES**

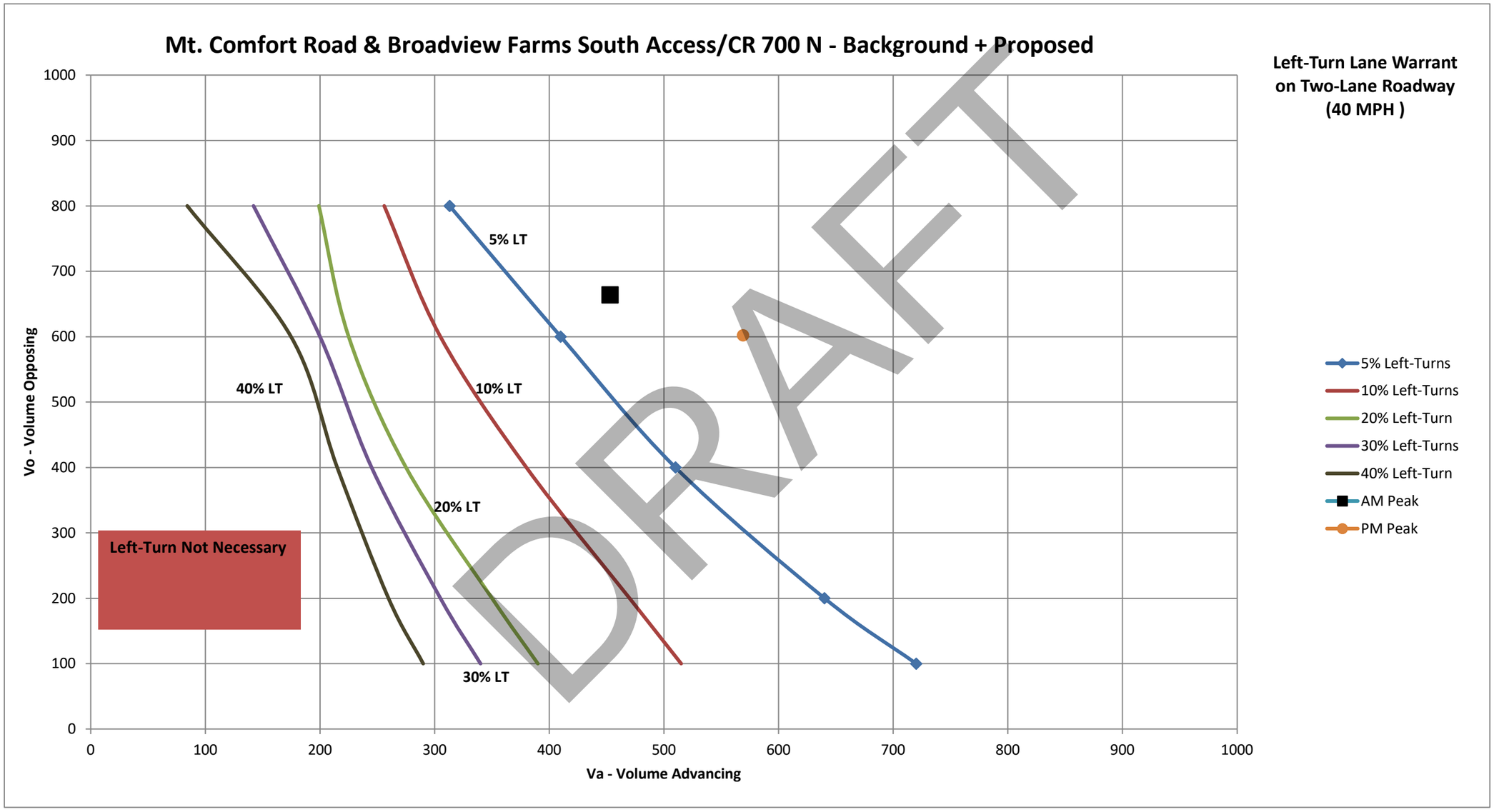


Z:\2021\21082S-Town of McCordsville, TIS, McCordsville\21082S_EXH.DWG 1=1 10-21-2021 AF

# TURN LANE WARRANT ANALYSIS

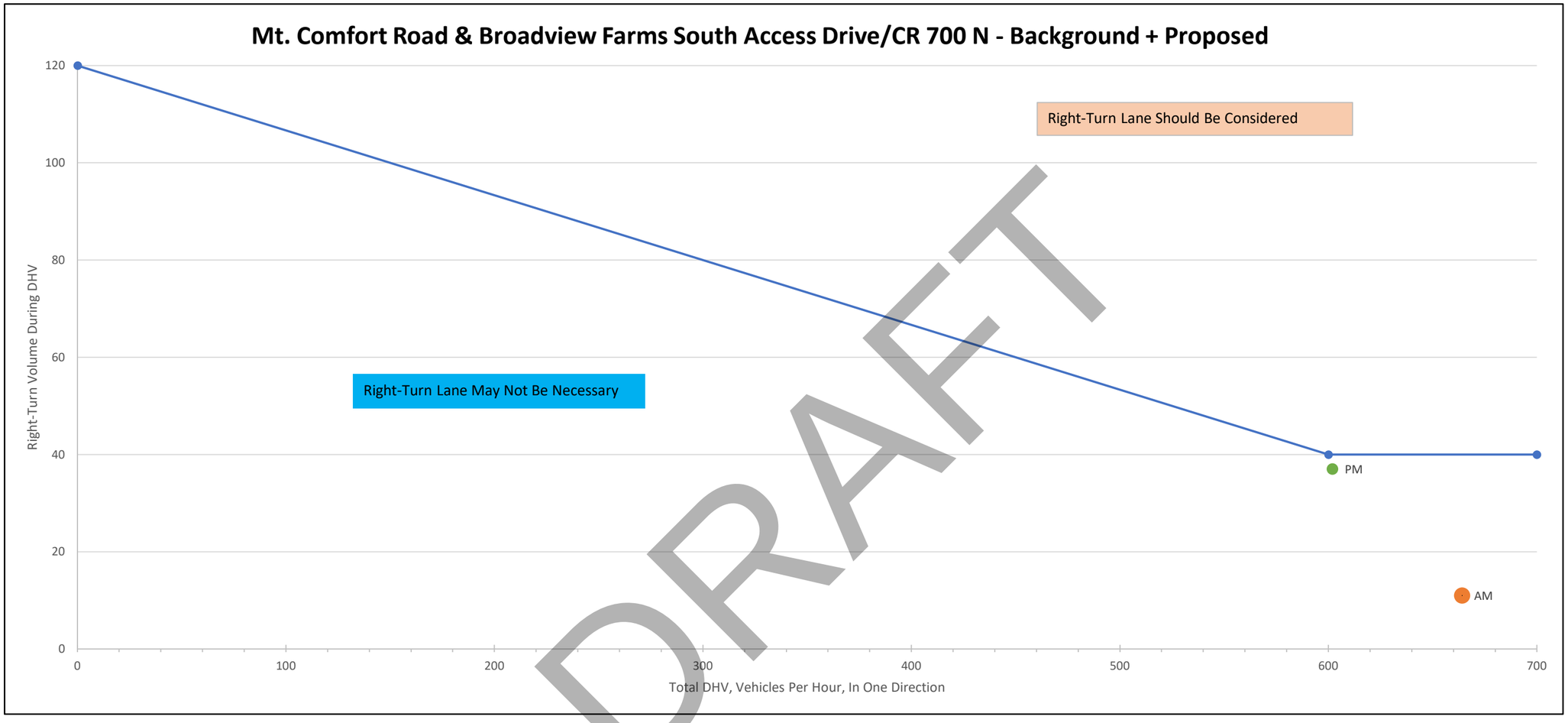
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 40 | 800 | 313 | 256 | 228 | 199 | 171 | 142 | 113 | 84 |
| | 600 | 410 | 305 | 265 | 225 | 213 | 200 | 187 | 175 |
| | 400 | 510 | 380 | 328 | 275 | 260 | 245 | 230 | 215 |
| | 200 | 640 | 470 | 410 | 350 | 328 | 305 | 282 | 260 |
| | 100 | 720 | 515 | 453 | 390 | 365 | 340 | 315 | 290 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 453 | **Advancing Volume (Va)** | 569 |
| **Opposing Volume (Vo)** | 664 | **Opposing Volume (Vo)** | 602 |
| **Left-Turn Volume** | 4 | **Left-Turn Volume** | 14 |
| **% Left-Turn** | 1% | **% Left-Turn** | 2% |
| **WARRANTED?** | YES | **WARRANTED?** | YES |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 11 | No |
| | **Total Volume** | 664 | |
| PM | **RT Volume** | 37 | No |
| | **Total Volume** | 602 | |

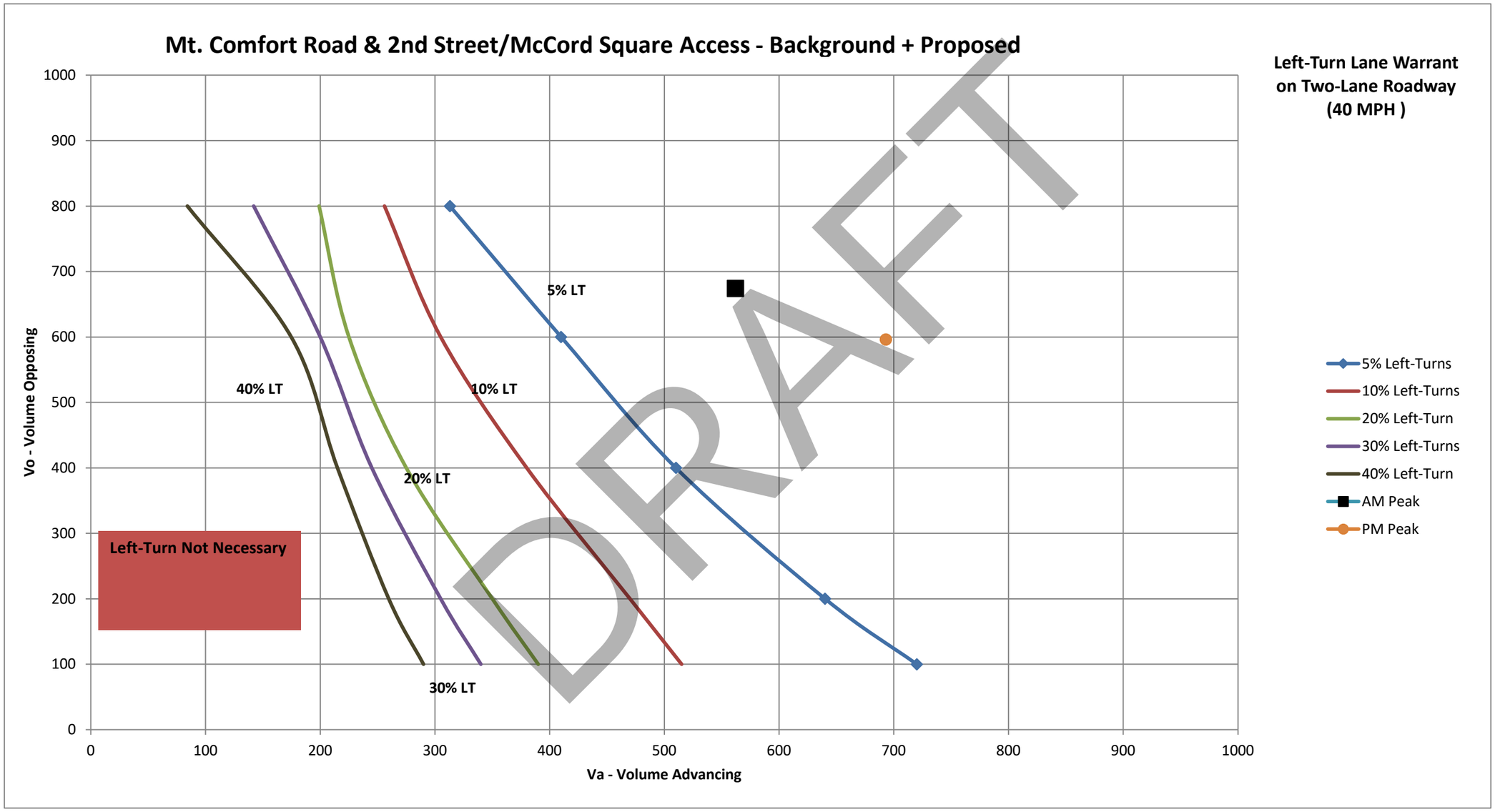





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

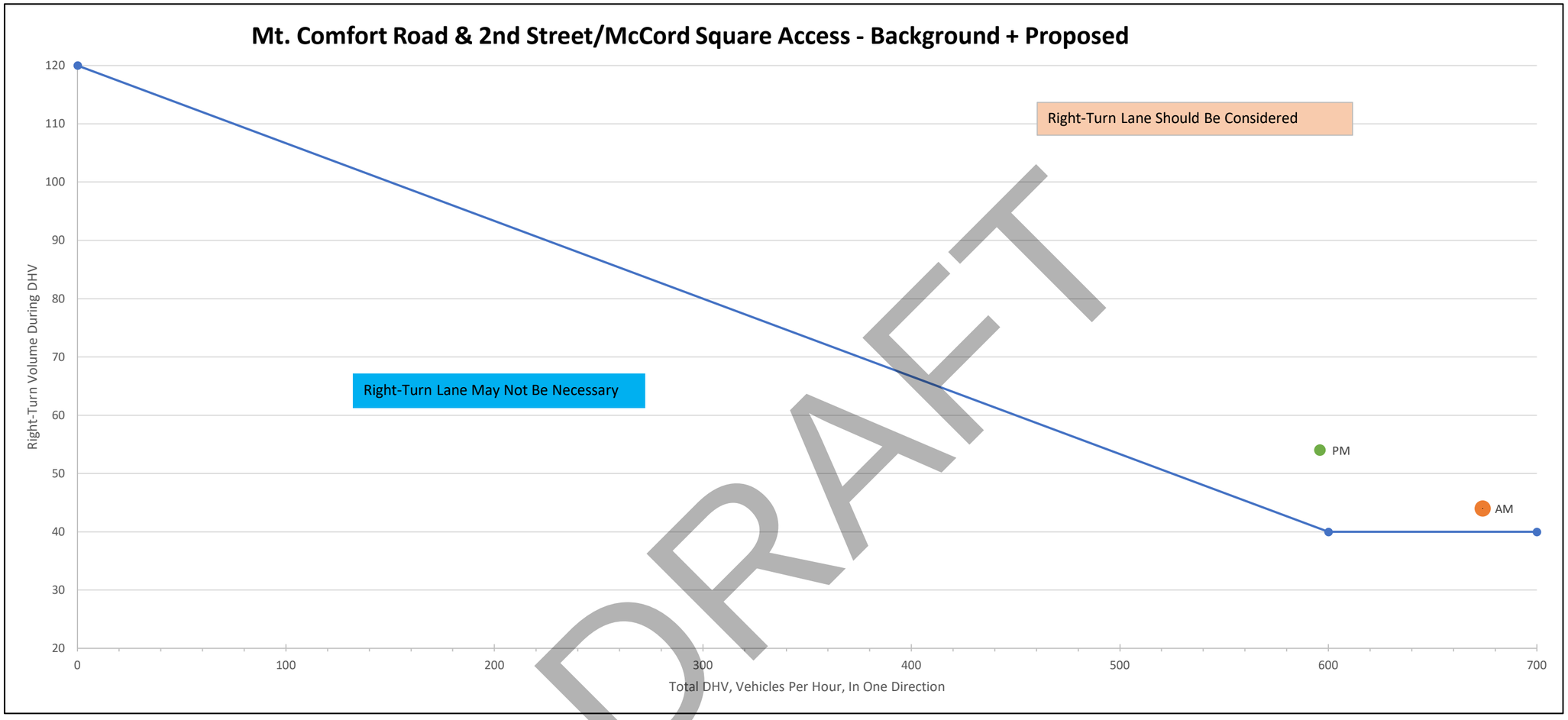
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 40 | 800 | 313 | 256 | 228 | 199 | 171 | 142 | 113 | 84 |
| | 600 | 410 | 305 | 265 | 225 | 213 | 200 | 187 | 175 |
| | 400 | 510 | 380 | 328 | 275 | 260 | 245 | 230 | 215 |
| | 200 | 640 | 470 | 410 | 350 | 328 | 305 | 282 | 260 |
| | 100 | 720 | 515 | 453 | 390 | 365 | 340 | 315 | 290 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 562 | **Advancing Volume (Va)** | 693 |
| **Opposing Volume (Vo)** | 674 | **Opposing Volume (Vo)** | 596 |
| **Left-Turn Volume** | 68 | **Left-Turn Volume** | 86 |
| **% Left-Turn** | 12% | **% Left-Turn** | 12% |
| **WARRANTED?** | YES | **WARRANTED?** | YES |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 44 | YES |
| | **Total Volume** | 674 | |
| PM | **RT Volume** | 54 | YES |
| | **Total Volume** | 596 | |

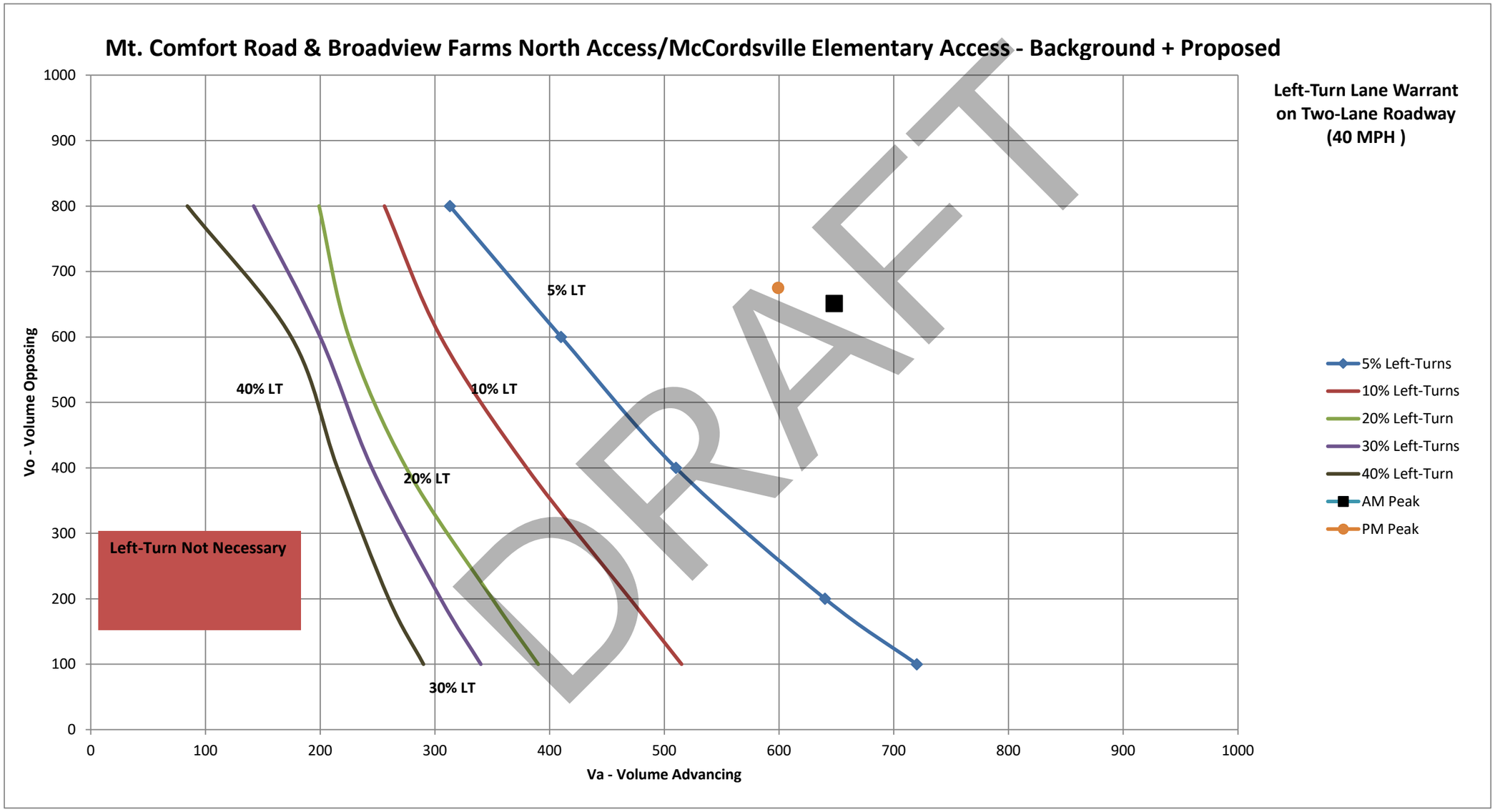





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

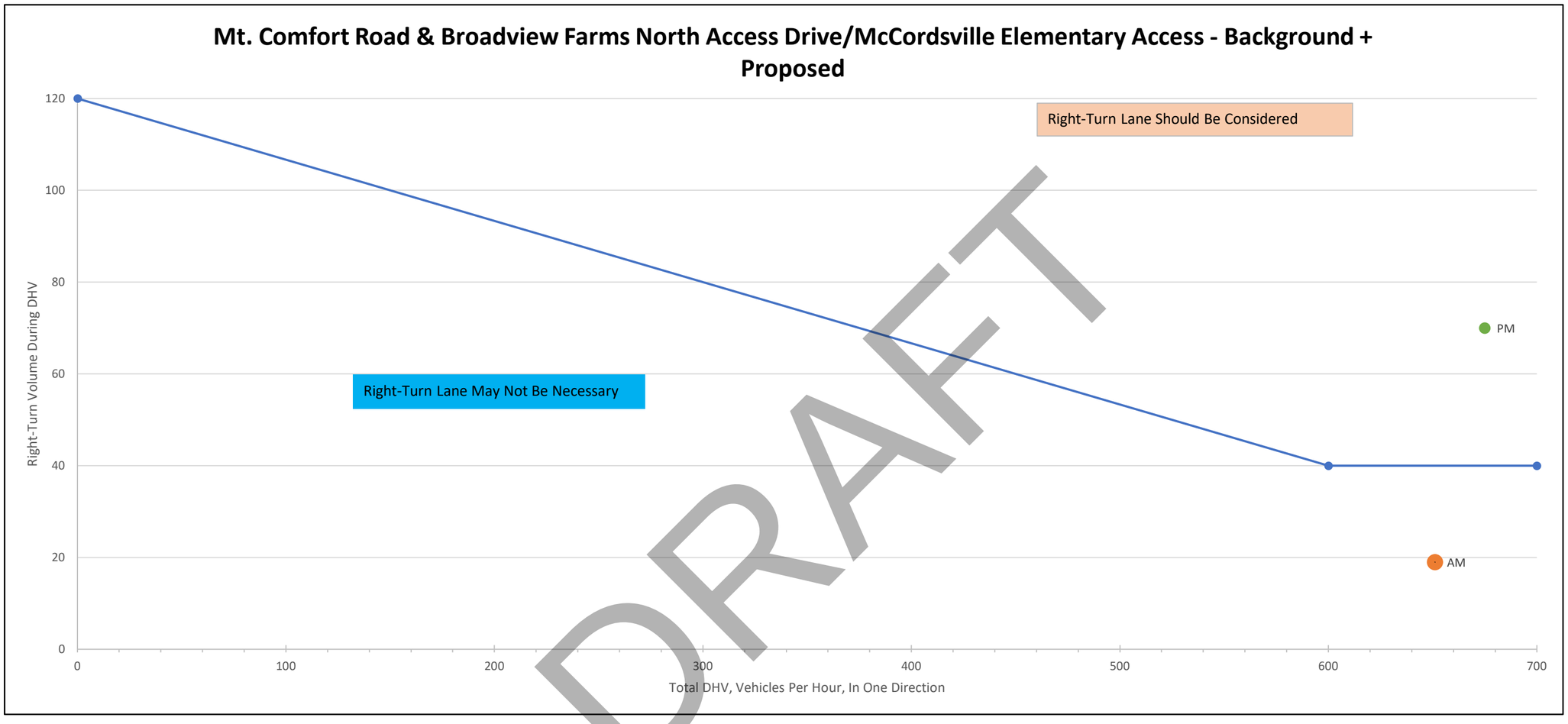
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 40 | 800 | 313 | 256 | 228 | 199 | 171 | 142 | 113 | 84 |
| | 600 | 410 | 305 | 265 | 225 | 213 | 200 | 187 | 175 |
| | 400 | 510 | 380 | 328 | 275 | 260 | 245 | 230 | 215 |
| | 200 | 640 | 470 | 410 | 350 | 328 | 305 | 282 | 260 |
| | 100 | 720 | 515 | 453 | 390 | 365 | 340 | 315 | 290 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 648 | **Advancing Volume (Va)** | 599 |
| **Opposing Volume (Vo)** | 651 | **Opposing Volume (Vo)** | 675 |
| **Left-Turn Volume** | 6 | **Left-Turn Volume** | 19 |
| **% Left-Turn** | 1% | **% Left-Turn** | 3% |
| **WARRANTED?** | YES | **WARRANTED?** | YES |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 19 | NO |
| | **Total Volume** | 651 | |
| PM | **RT Volume** | 70 | YES |
| | **Total Volume** | 675 | |

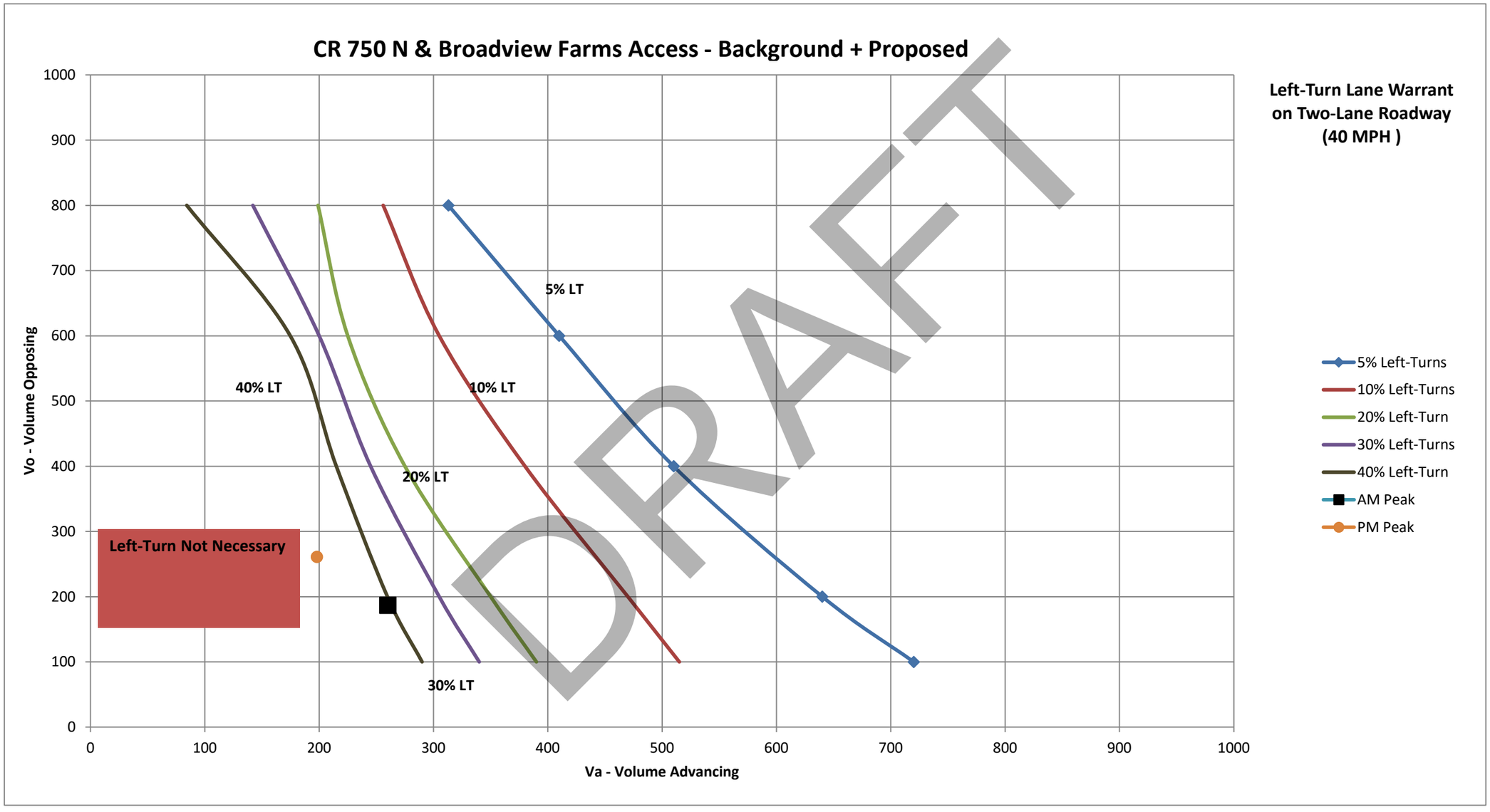





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

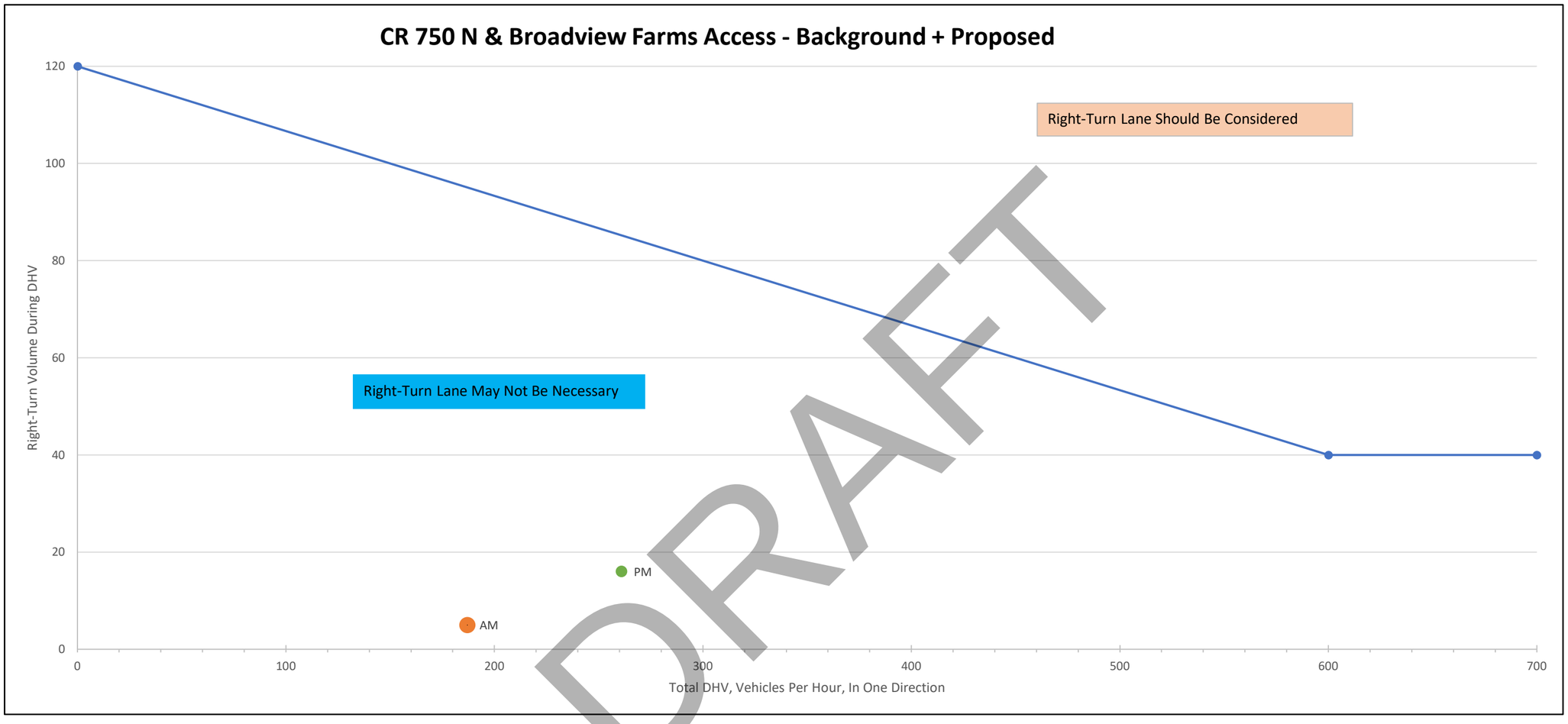
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 40 | 800 | 313 | 256 | 228 | 199 | 171 | 142 | 113 | 84 |
| | 600 | 410 | 305 | 265 | 225 | 213 | 200 | 187 | 175 |
| | 400 | 510 | 380 | 328 | 275 | 260 | 245 | 230 | 215 |
| | 200 | 640 | 470 | 410 | 350 | 328 | 305 | 282 | 260 |
| | 100 | 720 | 515 | 453 | 390 | 365 | 340 | 315 | 290 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 260 | **Advancing Volume (Va)** | 198 |
| **Opposing Volume (Vo)** | 187 | **Opposing Volume (Vo)** | 261 |
| **Left-Turn Volume** | 11 | **Left-Turn Volume** | 29 |
| **% Left-Turn** | 4% | **% Left-Turn** | 15% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 5 | NO |
| | **Total Volume** | 187 | |
| PM | **RT Volume** | 16 | NO |
| | **Total Volume** | 261 | |

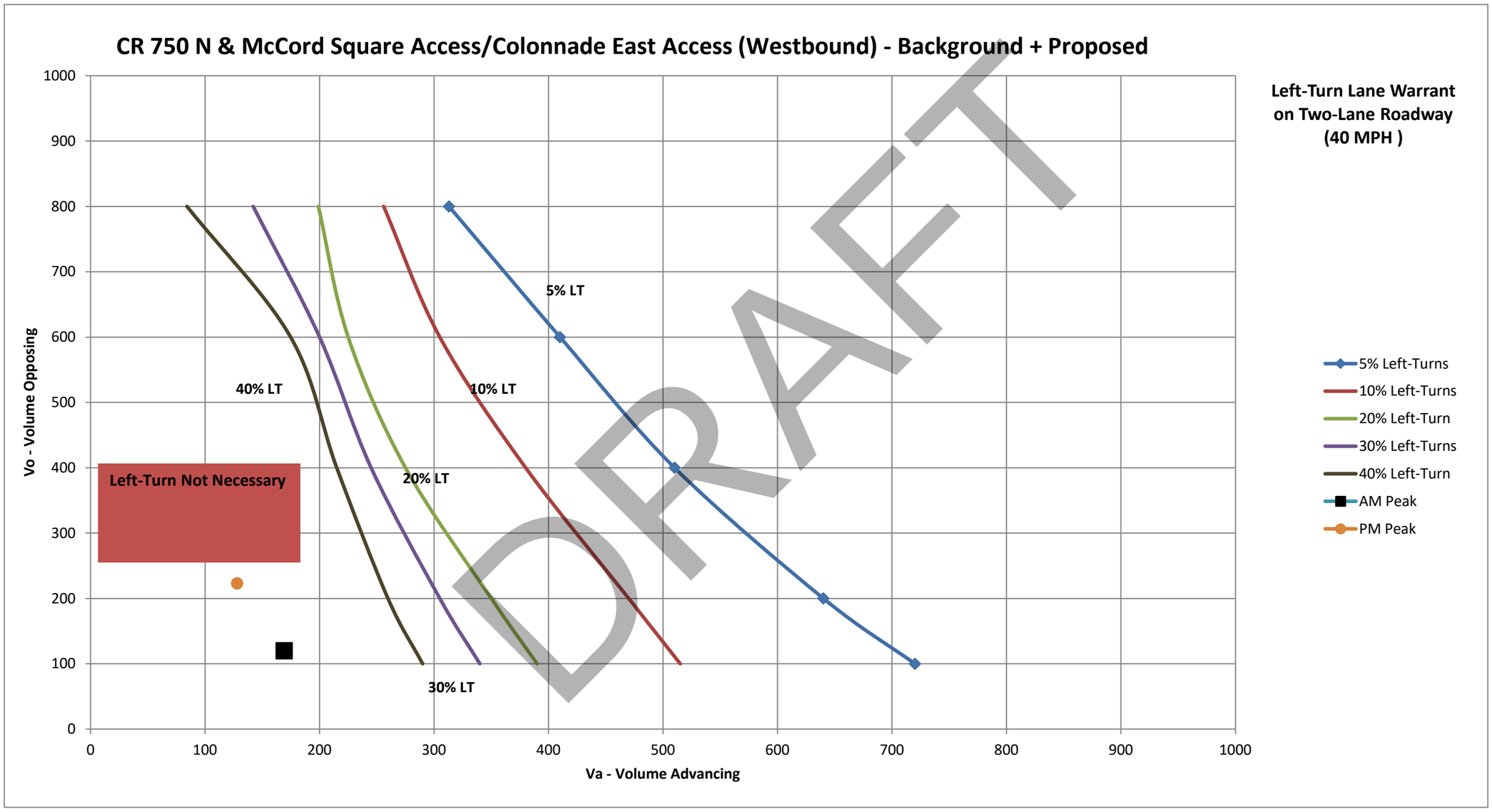





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

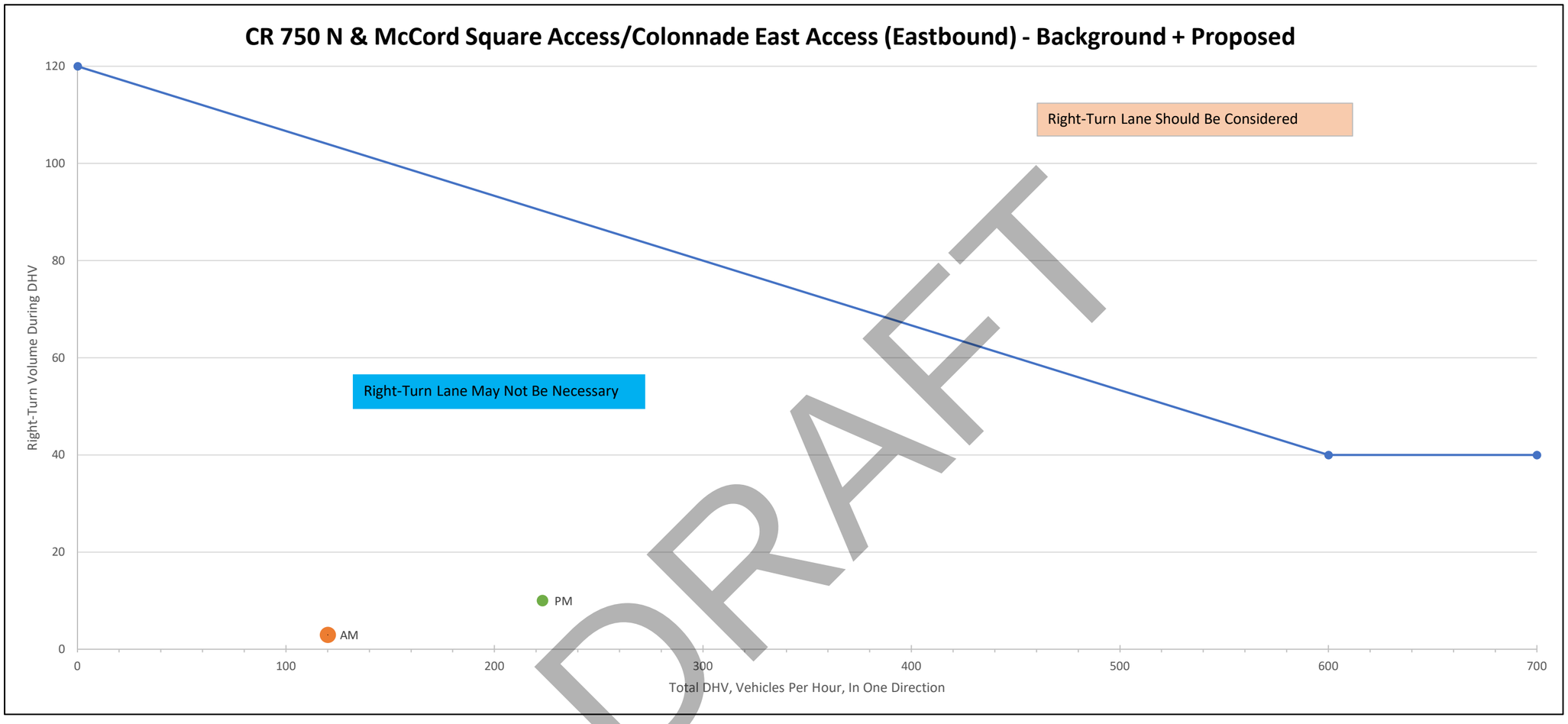
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 40 | 800 | 313 | 256 | 228 | 199 | 171 | 142 | 113 | 84 |
| | 600 | 410 | 305 | 265 | 225 | 213 | 200 | 187 | 175 |
| | 400 | 510 | 380 | 328 | 275 | 260 | 245 | 230 | 215 |
| | 200 | 640 | 470 | 410 | 350 | 328 | 305 | 282 | 260 |
| | 100 | 720 | 515 | 453 | 390 | 365 | 340 | 315 | 290 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 169 | **Advancing Volume (Va)** | 128 |
| **Opposing Volume (Vo)** | 120 | **Opposing Volume (Vo)** | 223 |
| **Left-Turn Volume** | 2 | **Left-Turn Volume** | 8 |
| **% Left-Turn** | 1% | **% Left-Turn** | 6% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 3 | NO |
| | **Total Volume** | 120 | |
| PM | **RT Volume** | 10 | NO |
| | **Total Volume** | 223 | |

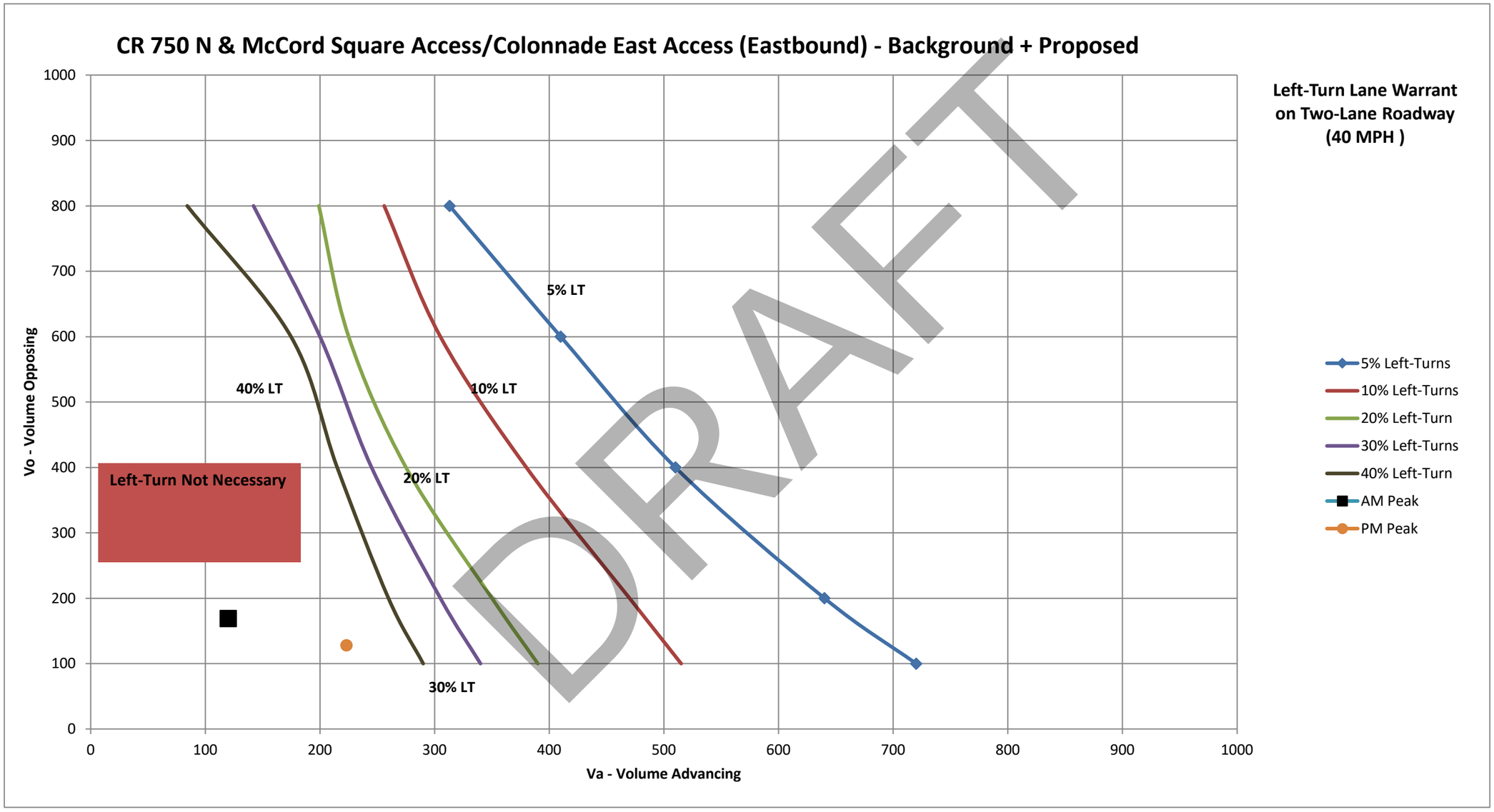





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

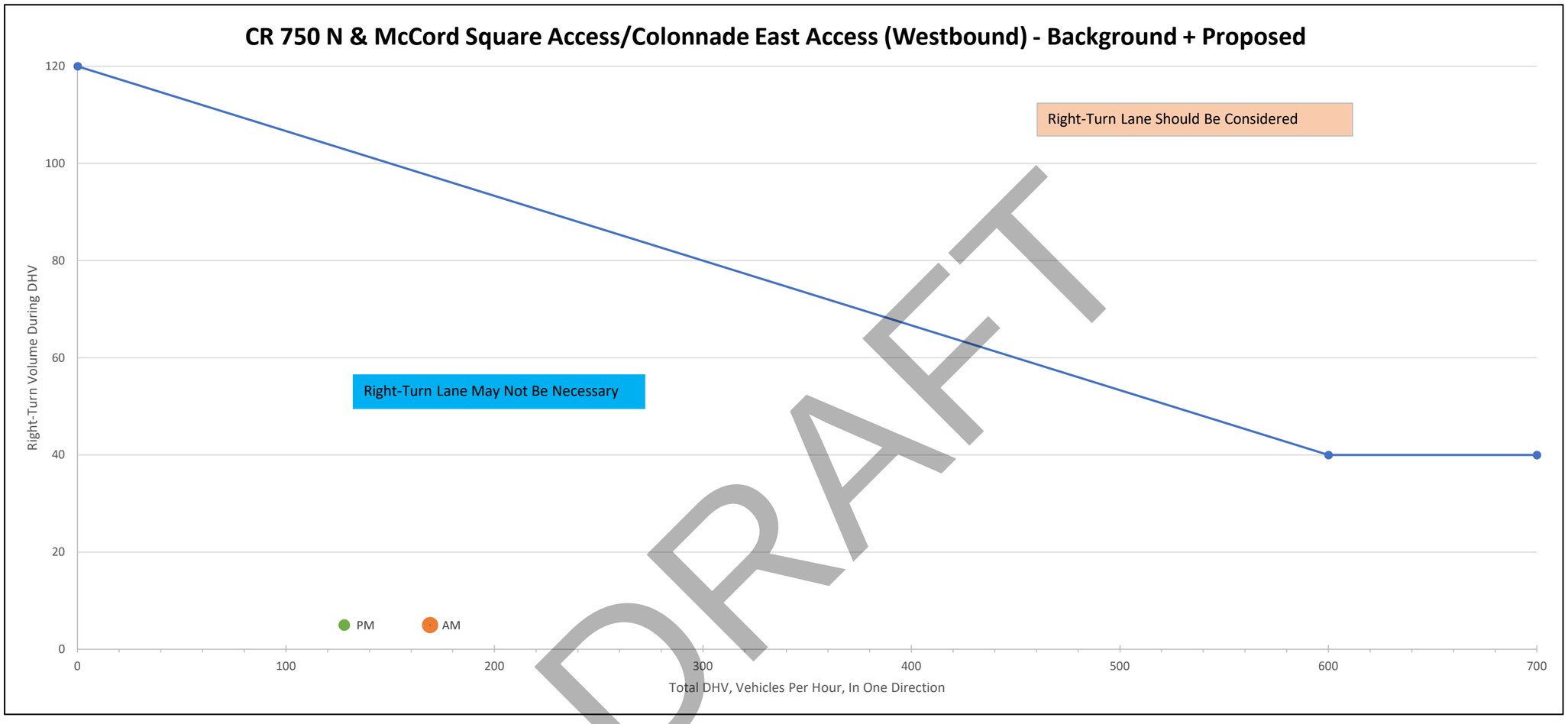
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 40 | 800 | 313 | 256 | 228 | 199 | 171 | 142 | 113 | 84 |
| | 600 | 410 | 305 | 265 | 225 | 213 | 200 | 187 | 175 |
| | 400 | 510 | 380 | 328 | 275 | 260 | 245 | 230 | 215 |
| | 200 | 640 | 470 | 410 | 350 | 328 | 305 | 282 | 260 |
| | 100 | 720 | 515 | 453 | 390 | 365 | 340 | 315 | 290 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 120 | **Advancing Volume (Va)** | 223 |
| **Opposing Volume (Vo)** | 169 | **Opposing Volume (Vo)** | 128 |
| **Left-Turn Volume** | 15 | **Left-Turn Volume** | 36 |
| **% Left-Turn** | 13% | **% Left-Turn** | 16% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 5 | NO |
| | **Total Volume** | 169 | |
| PM | **RT Volume** | 5 | NO |
| | **Total Volume** | 128 | |

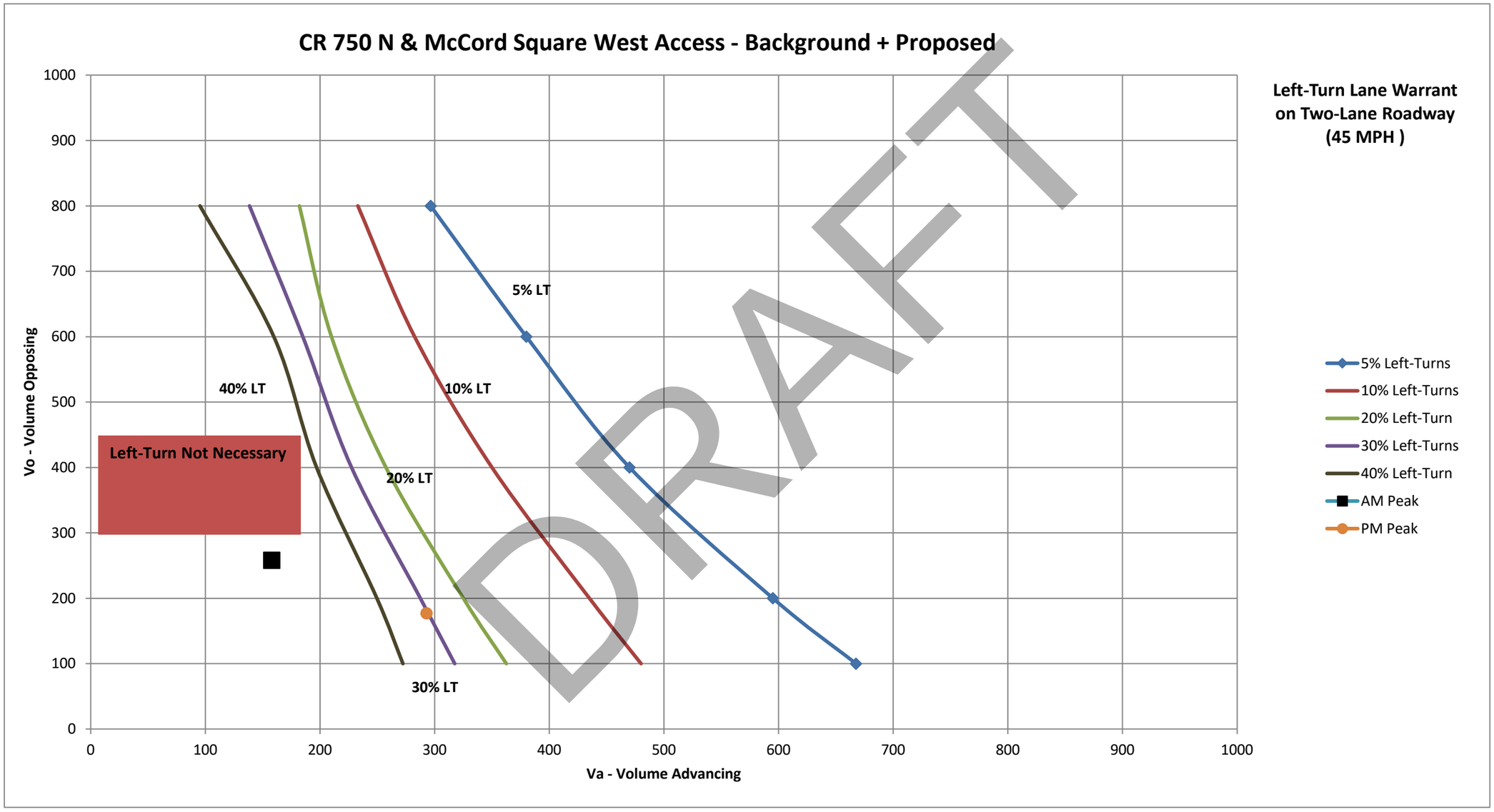





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

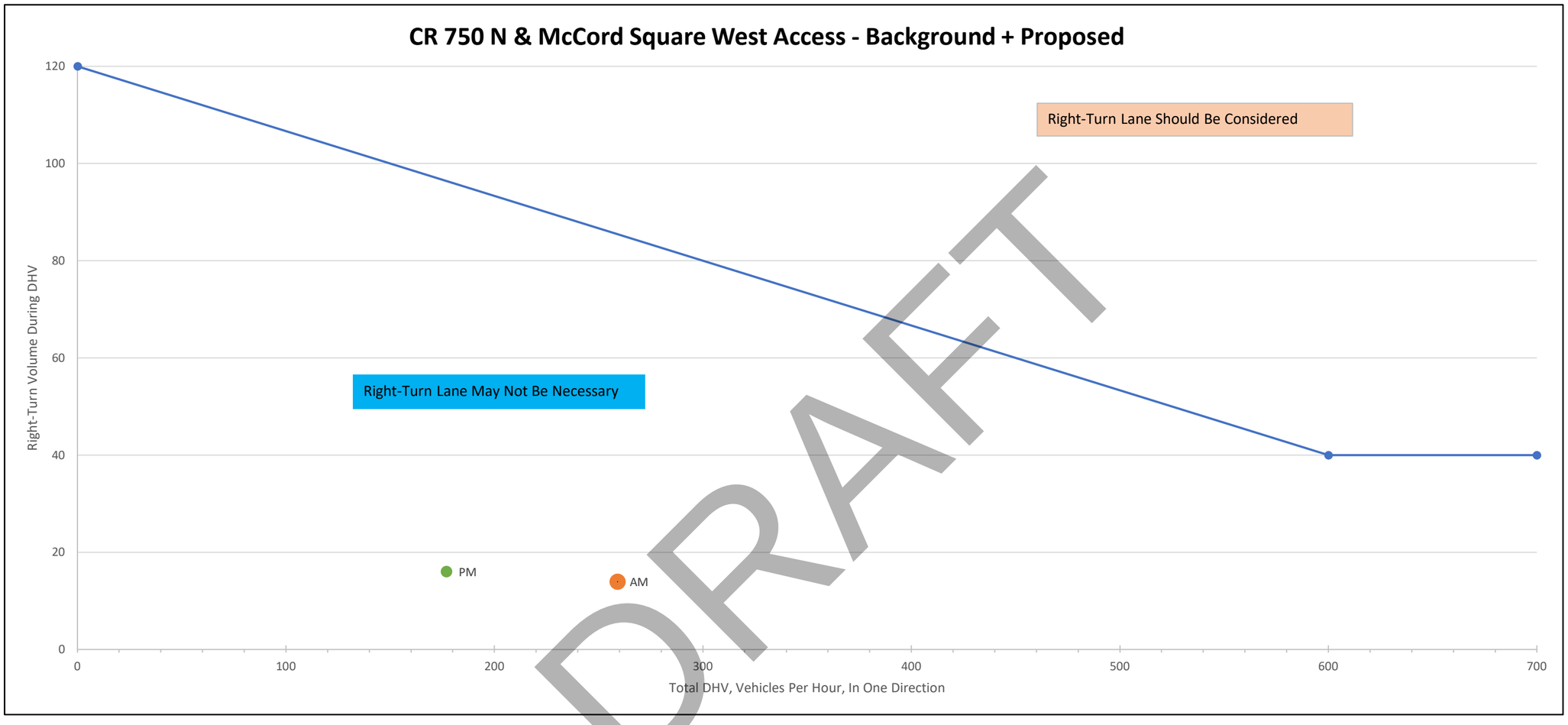
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 45 | 800 | 297 | 233 | 208 | 182 | 160 | 139 | 117 | 95 |
| | 600 | 380 | 283 | 246 | 210 | 198 | 185 | 172 | 160 |
| | 400 | 470 | 350 | 304 | 258 | 243 | 228 | 212 | 197 |
| | 200 | 595 | 435 | 380 | 325 | 306 | 288 | 269 | 250 |
| | 100 | 668 | 480 | 421 | 363 | 340 | 318 | 295 | 272 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 158 | **Advancing Volume (Va)** | 293 |
| **Opposing Volume (Vo)** | 258 | **Opposing Volume (Vo)** | 177 |
| **Left-Turn Volume** | 39 | **Left-Turn Volume** | 46 |
| **% Left-Turn** | 25% | **% Left-Turn** | 16% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 14 | NO |
| | **Total Volume** | 259 | |
| PM | **RT Volume** | 16 | NO |
| | **Total Volume** | 177 | |

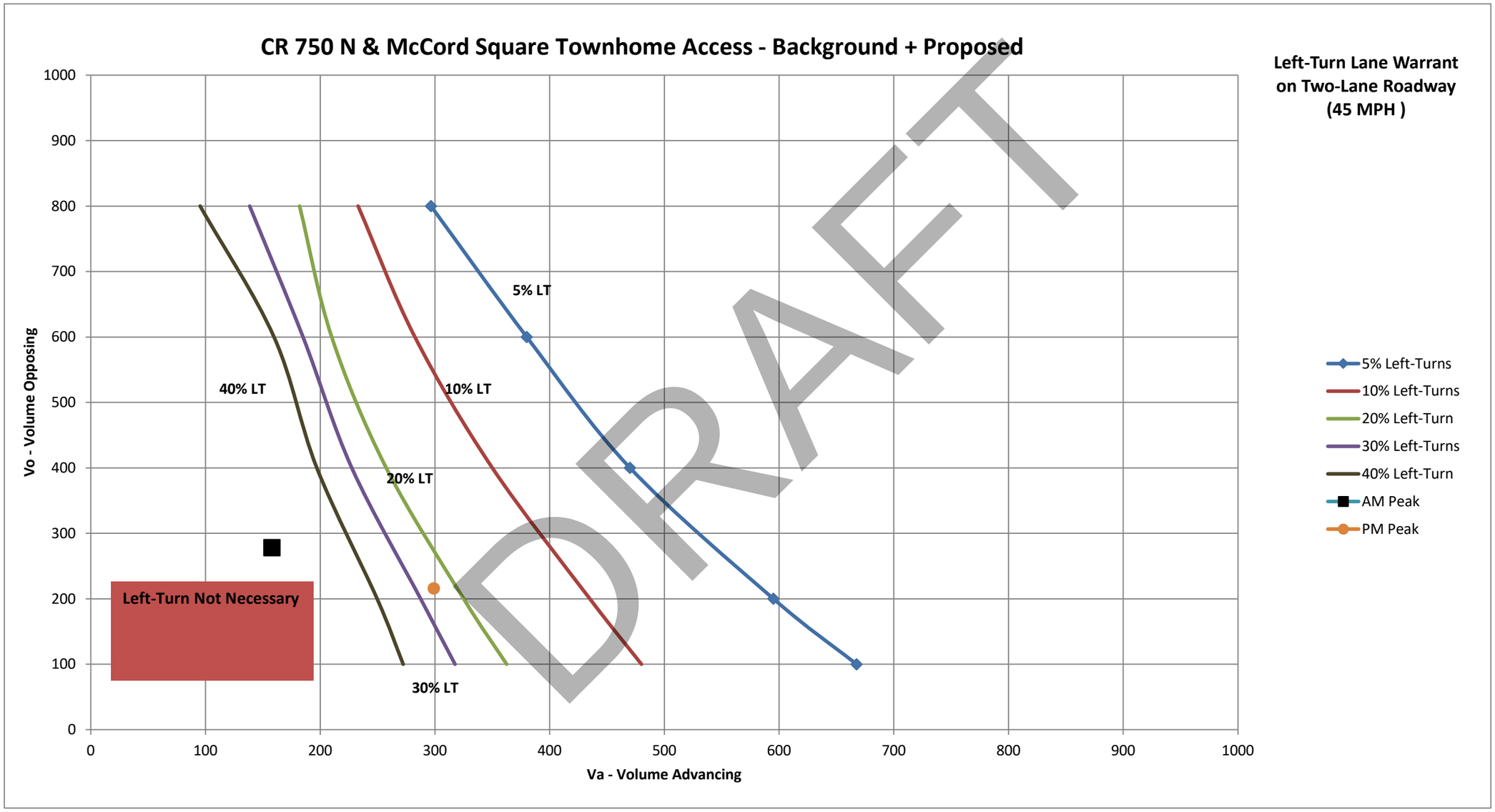





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

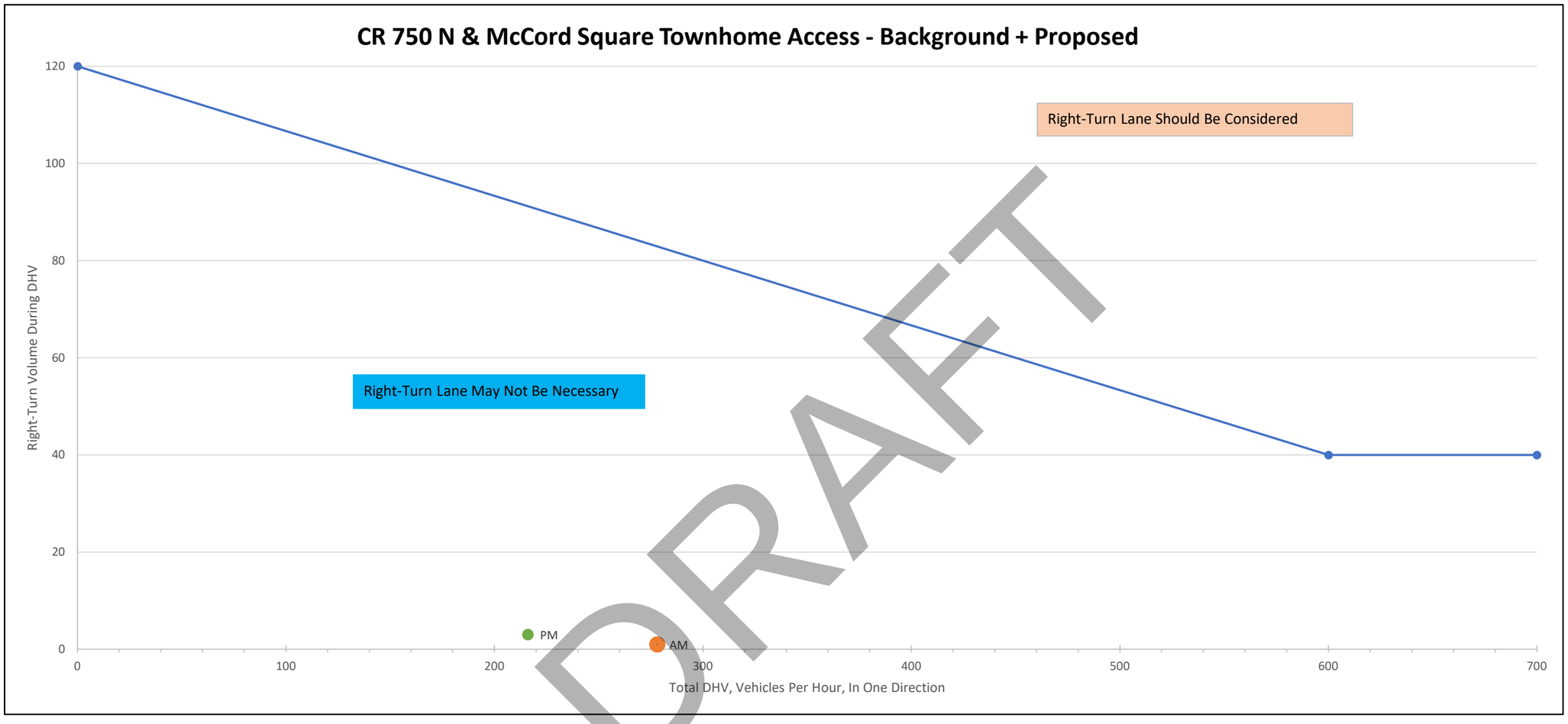
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 45 | 800 | 297 | 233 | 208 | 182 | 160 | 139 | 117 | 95 |
| | 600 | 380 | 283 | 246 | 210 | 198 | 185 | 172 | 160 |
| | 400 | 470 | 350 | 304 | 258 | 243 | 228 | 212 | 197 |
| | 200 | 595 | 435 | 380 | 325 | 306 | 288 | 269 | 250 |
| | 100 | 668 | 480 | 421 | 363 | 340 | 318 | 295 | 272 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 158 | **Advancing Volume (Va)** | 299 |
| **Opposing Volume (Vo)** | 278 | **Opposing Volume (Vo)** | 216 |
| **Left-Turn Volume** | 4 | **Left-Turn Volume** | 8 |
| **% Left-Turn** | 3% | **% Left-Turn** | 3% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 1 | No |
| | **Total Volume** | 278 | |
| PM | **RT Volume** | 3 | No |
| | **Total Volume** | 216 | |

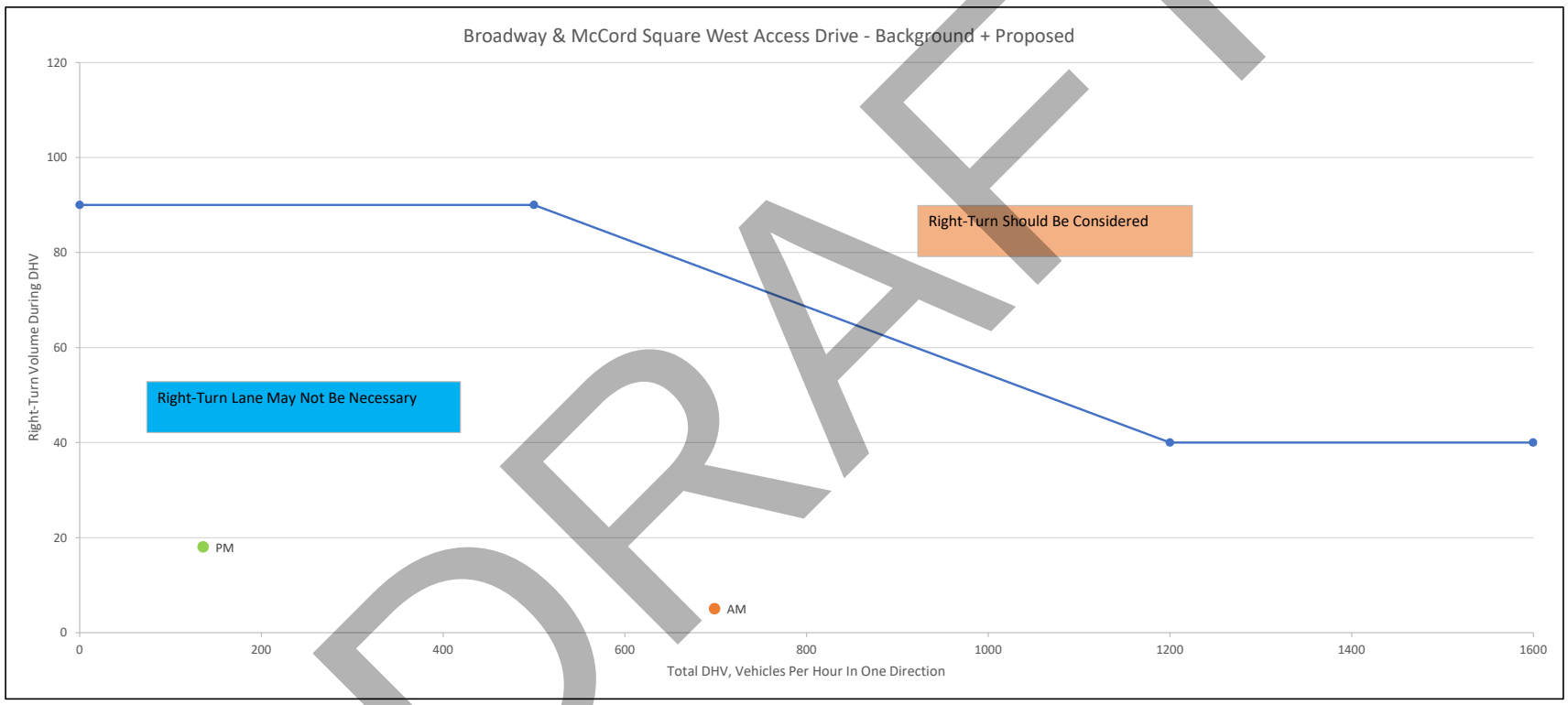





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

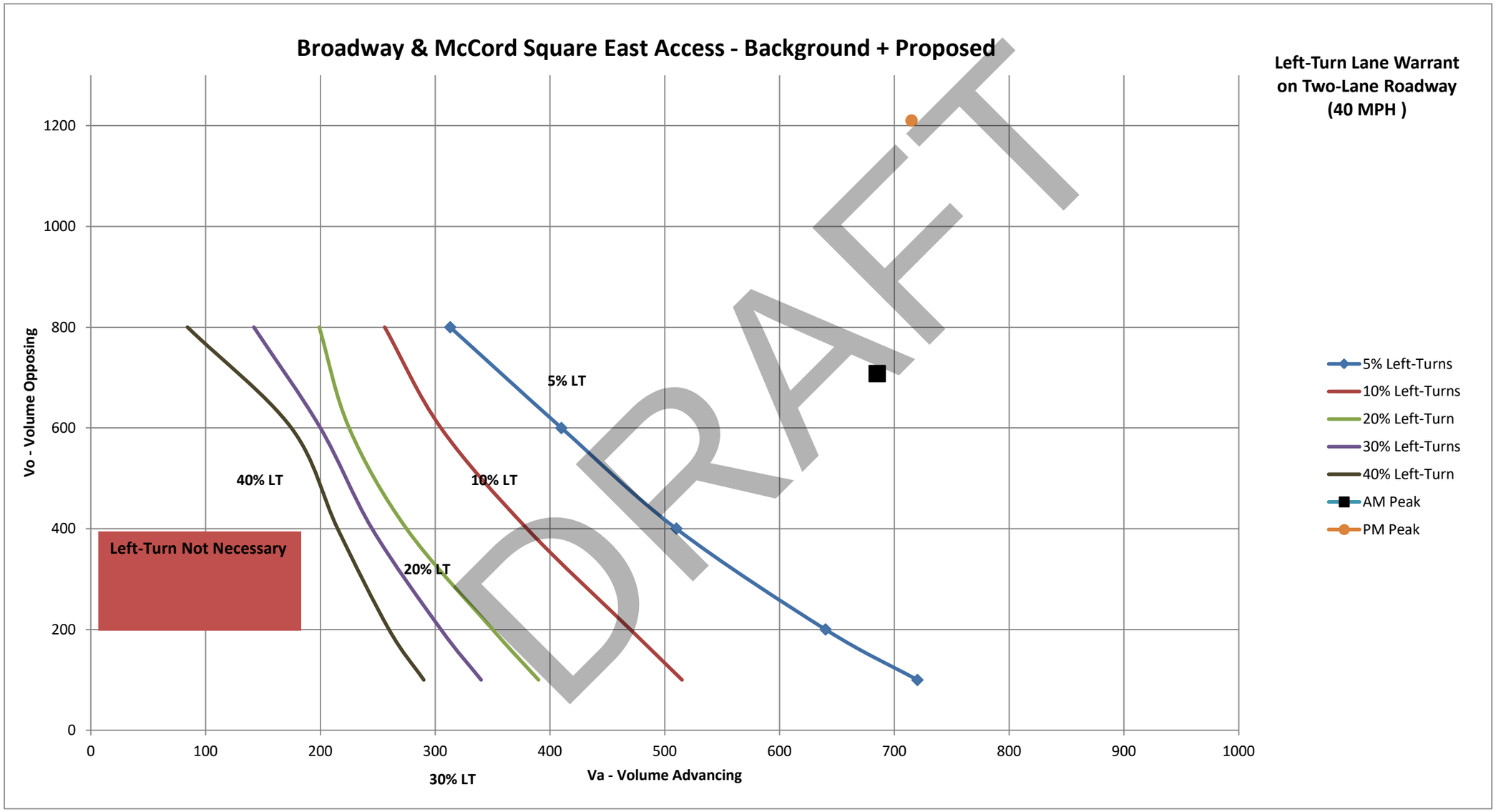
| Total Volume | RT Volume |
|---|---|
| 0 | 90 |
| 500 | 90 |
| 1200 | 40 |
| 1600 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 5 | NO |
| | **Total Volume** | 699 | |
| PM | **RT Volume** | 18 | NO |
| | **Total Volume** | 136 | |



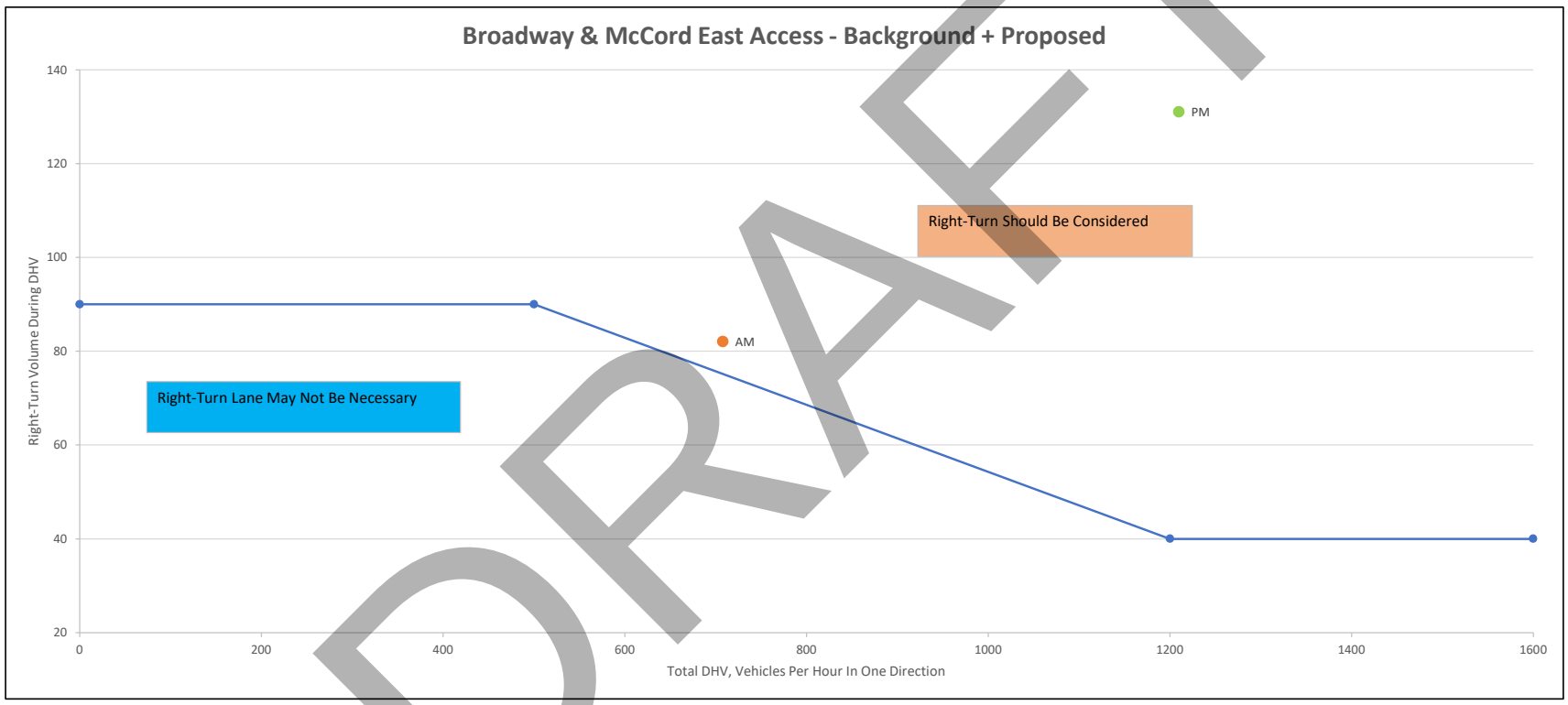
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 40 | 800 | 313 | 256 | 228 | 199 | 171 | 142 | 113 | 84 |
| | 600 | 410 | 305 | 265 | 225 | 213 | 200 | 187 | 175 |
| | 400 | 510 | 380 | 328 | 275 | 260 | 245 | 230 | 215 |
| | 200 | 640 | 470 | 410 | 350 | 328 | 305 | 282 | 260 |
| | 100 | 720 | 515 | 453 | 390 | 365 | 340 | 315 | 290 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 685 | **Advancing Volume (Va)** | 715 |
| **Opposing Volume (Vo)** | 708 | **Opposing Volume (Vo)** | 1210 |
| **Left-Turn Volume** | 46 | **Left-Turn Volume** | 76 |
| **% Left-Turn** | 7% | **% Left-Turn** | 11% |
| **WARRANTED?** | YES | **WARRANTED?** | YES |



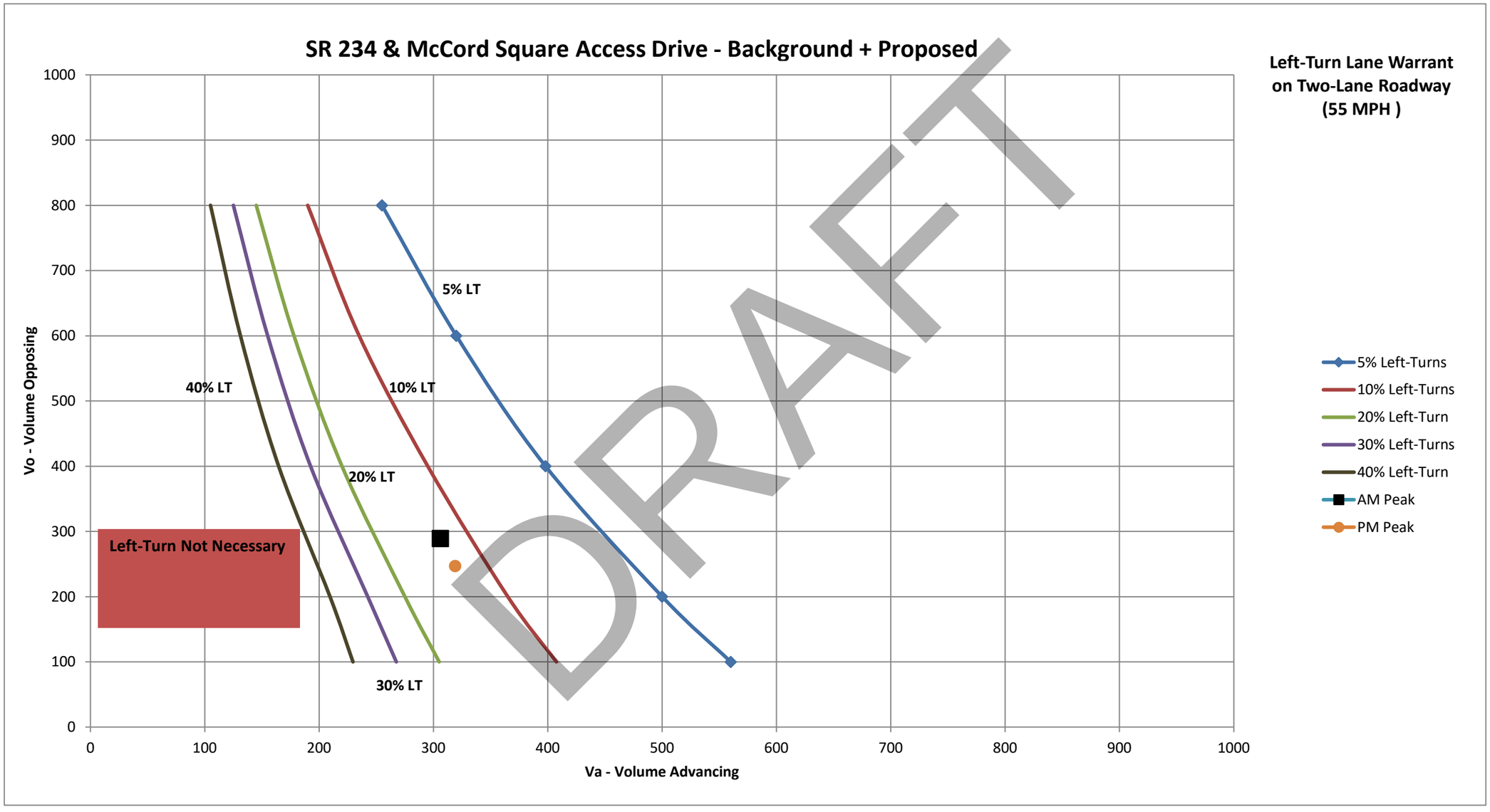
| Total Volume | RT Volume |
|---|---|
| 0 | 90 |
| 500 | 90 |
| 1200 | 40 |
| 1600 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 82 | YES |
| | **Total Volume** | 708 | |
| PM | **RT Volume** | 131 | YES |
| | **Total Volume** | 1210 | |



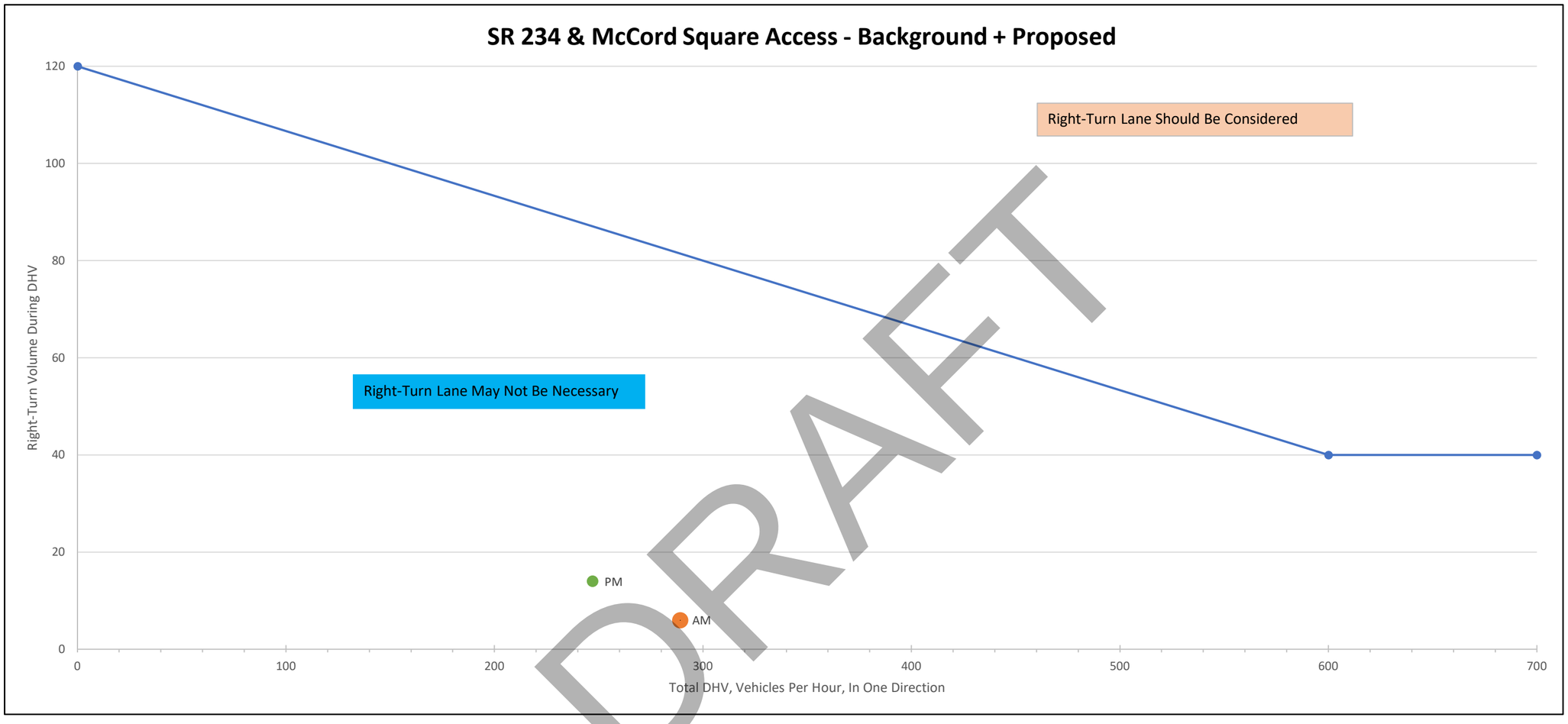
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 55 | 800 | 255 | 190 | 168 | 145 | 135 | 125 | 115 | 105 |
| | 600 | 320 | 235 | 206 | 178 | 167 | 155 | 143 | 131 |
| | 400 | 398 | 295 | 258 | 220 | 206 | 193 | 179 | 165 |
| | 200 | 500 | 365 | 320 | 275 | 259 | 243 | 226 | 210 |
| | 100 | 560 | 408 | 356 | 305 | 286 | 268 | 249 | 230 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 306 | **Advancing Volume (Va)** | 319 |
| **Opposing Volume (Vo)** | 289 | **Opposing Volume (Vo)** | 247 |
| **Left-Turn Volume** | 31 | **Left-Turn Volume** | 43 |
| **% Left-Turn** | 10% | **% Left-Turn** | 13% |
| **WARRANTED?** | NO | **WARRANTED?** | YES |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 6 | No |
| | **Total Volume** | 289 | |
| PM | **RT Volume** | 14 | No |
| | **Total Volume** | 247 | |

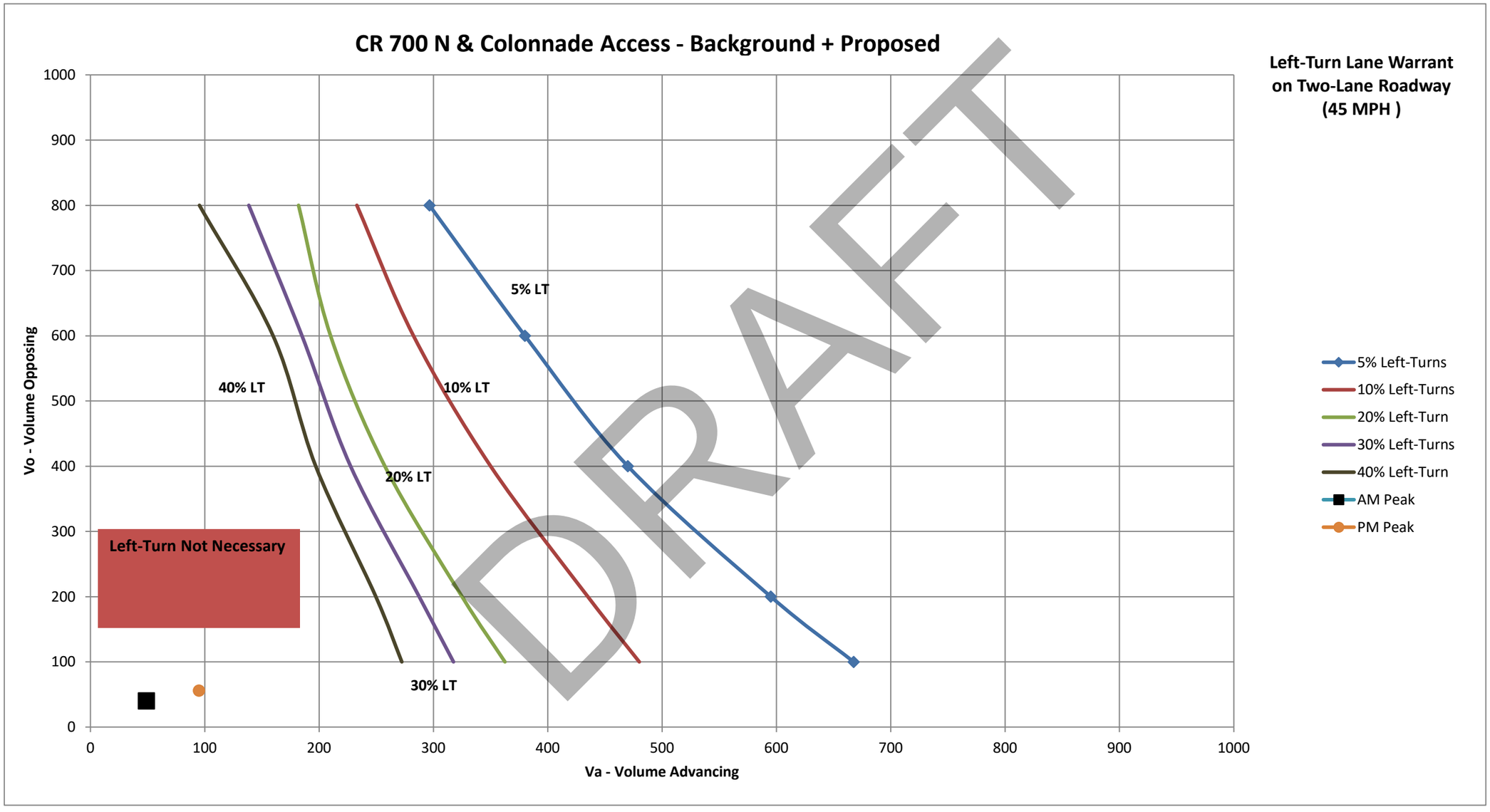





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

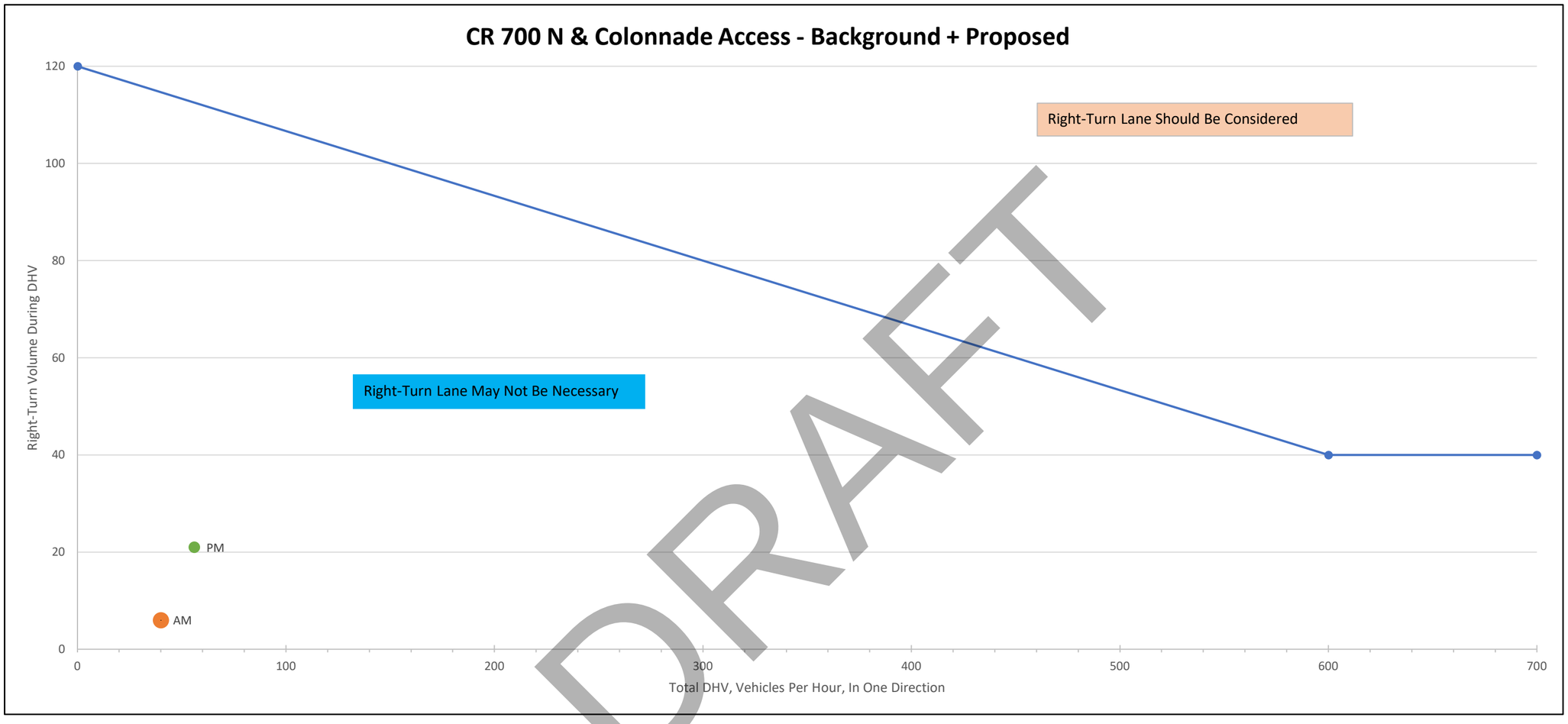
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 45 | 800 | 297 | 233 | 208 | 182 | 160 | 139 | 117 | 95 |
| | 600 | 380 | 283 | 246 | 210 | 198 | 185 | 172 | 160 |
| | 400 | 470 | 350 | 304 | 258 | 243 | 228 | 212 | 197 |
| | 200 | 595 | 435 | 380 | 325 | 306 | 288 | 269 | 250 |
| | 100 | 668 | 480 | 421 | 363 | 340 | 318 | 295 | 272 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 49 | **Advancing Volume (Va)** | 95 |
| **Opposing Volume (Vo)** | 40 | **Opposing Volume (Vo)** | 56 |
| **Left-Turn Volume** | 18 | **Left-Turn Volume** | 61 |
| **% Left-Turn** | 37% | **% Left-Turn** | 64% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 6 | No |
| | **Total Volume** | 40 | |
| PM | **RT Volume** | 21 | No |
| | **Total Volume** | 56 | |

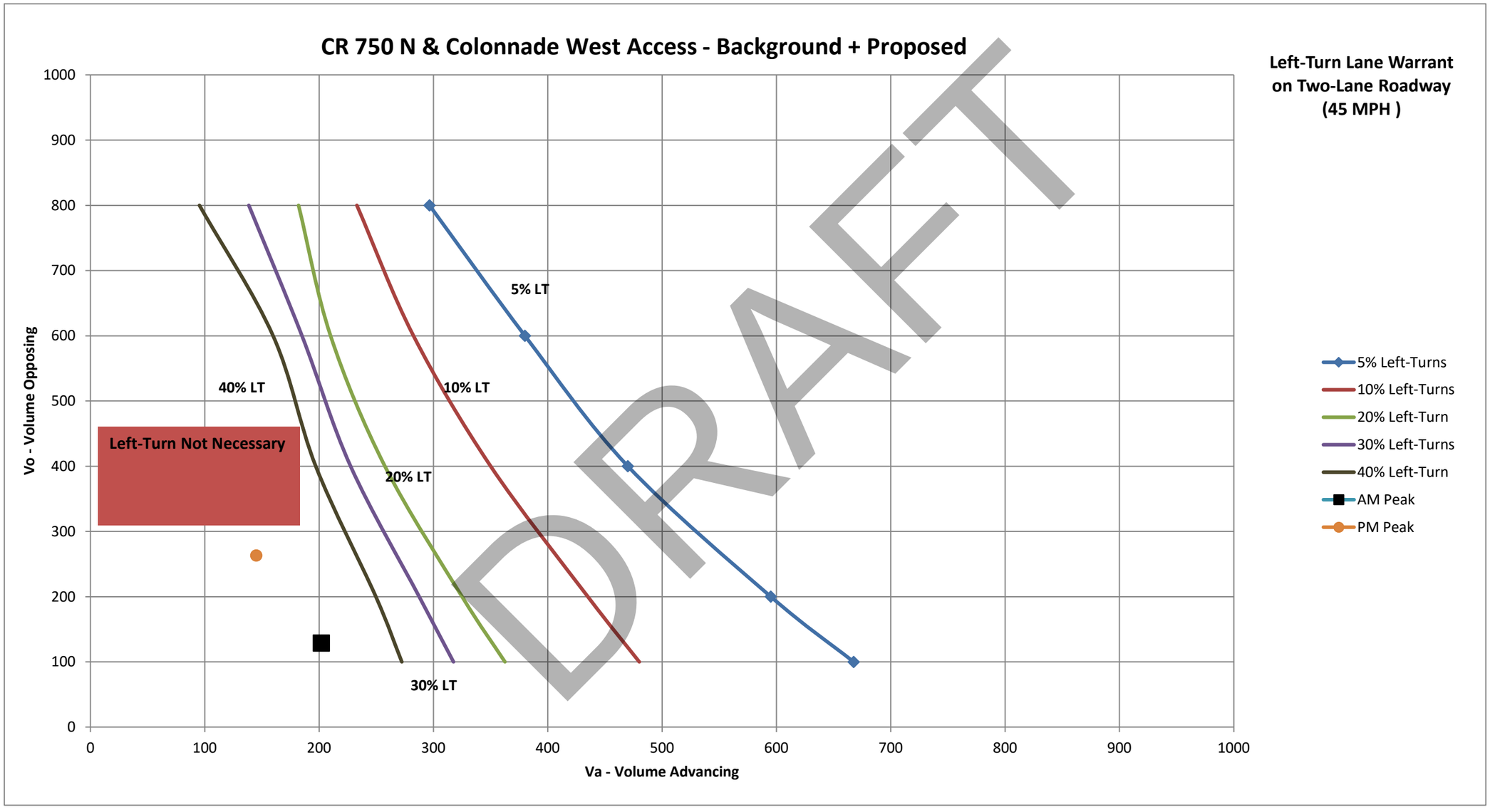





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

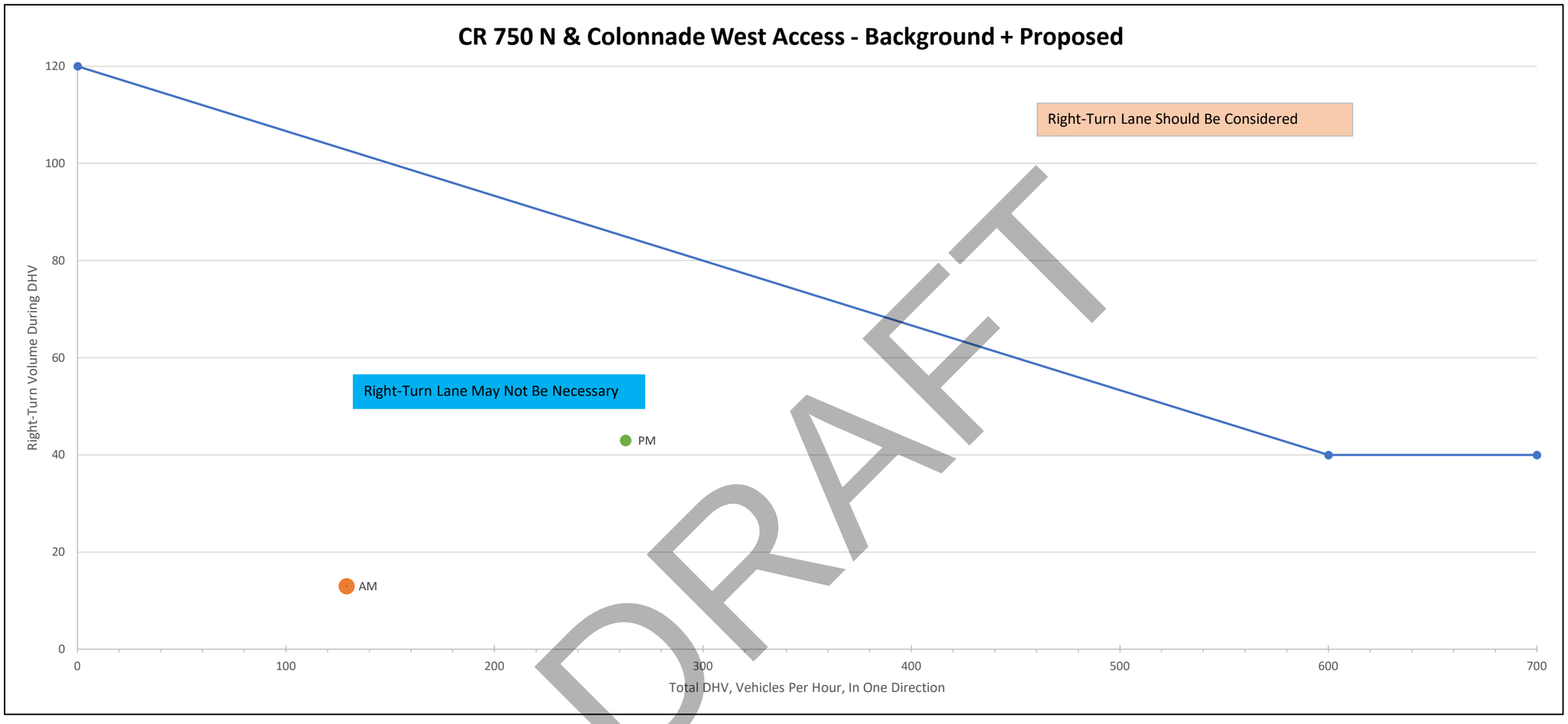
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 45 | 800 | 297 | 233 | 208 | 182 | 160 | 139 | 117 | 95 |
| | 600 | 380 | 283 | 246 | 210 | 198 | 185 | 172 | 160 |
| | 400 | 470 | 350 | 304 | 258 | 243 | 228 | 212 | 197 |
| | 200 | 595 | 435 | 380 | 325 | 306 | 288 | 269 | 250 |
| | 100 | 668 | 480 | 421 | 363 | 340 | 318 | 295 | 272 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 202 | **Advancing Volume (Va)** | 145 |
| **Opposing Volume (Vo)** | 129 | **Opposing Volume (Vo)** | 263 |
| **Left-Turn Volume** | 1 | **Left-Turn Volume** | 4 |
| **% Left-Turn** | 0% | **% Left-Turn** | 3% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 13 | No |
| | **Total Volume** | 129 | |
| PM | **RT Volume** | 43 | No |
| | **Total Volume** | 263 | |

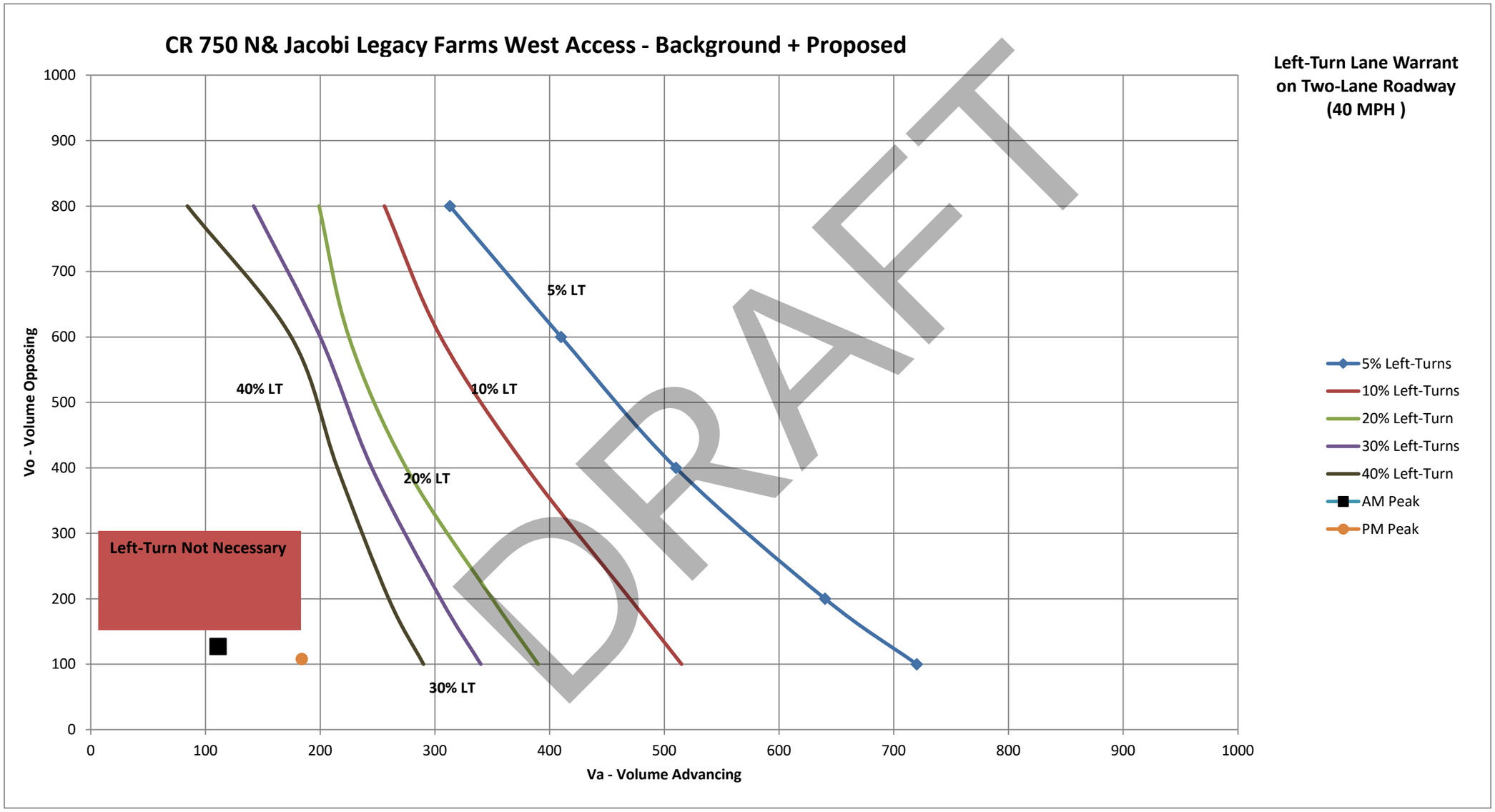





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

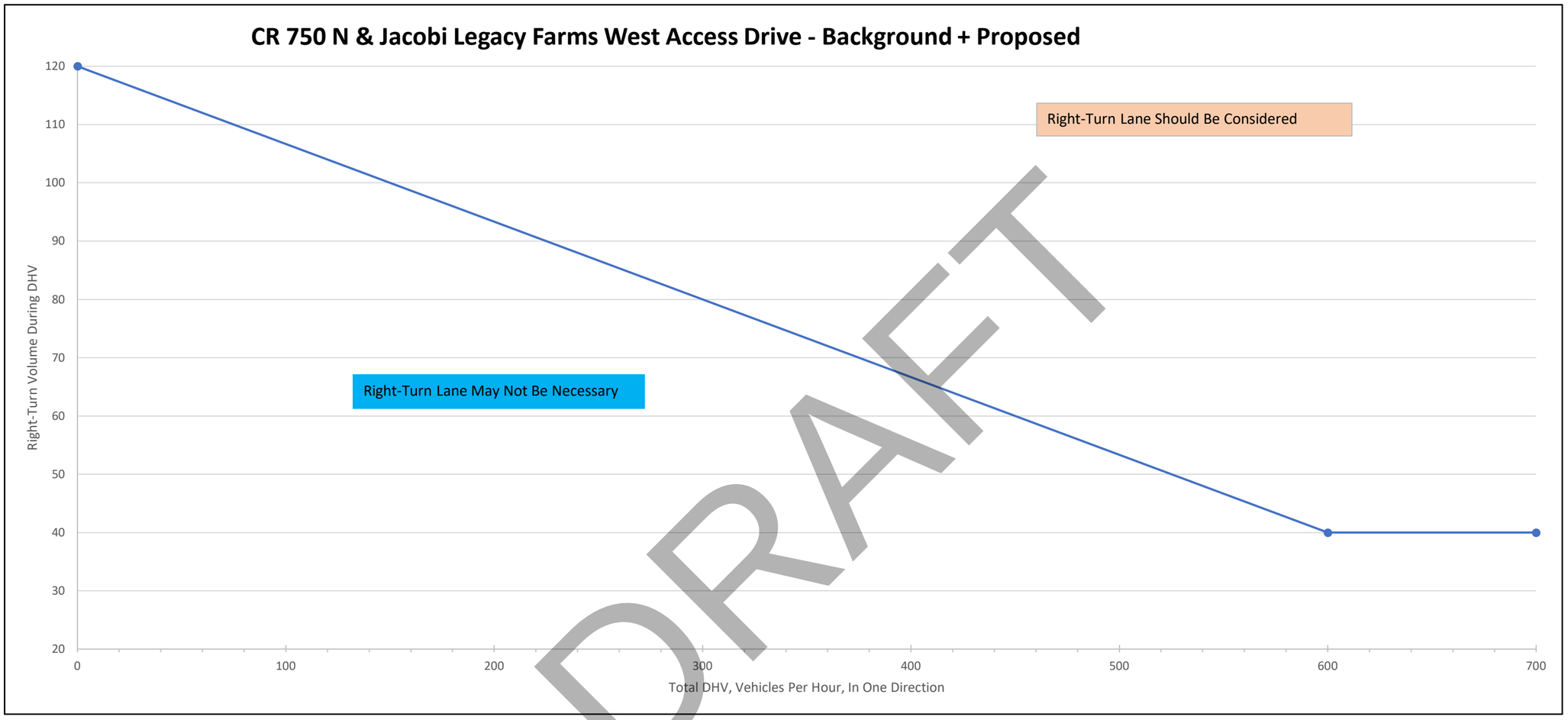
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 40 | 800 | 313 | 256 | 228 | 199 | 171 | 142 | 113 | 84 |
| | 600 | 410 | 305 | 265 | 225 | 213 | 200 | 187 | 175 |
| | 400 | 510 | 380 | 328 | 275 | 260 | 245 | 230 | 215 |
| | 200 | 640 | 470 | 410 | 350 | 328 | 305 | 282 | 260 |
| | 100 | 720 | 515 | 453 | 390 | 365 | 340 | 315 | 290 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 111 | **Advancing Volume (Va)** | 184 |
| **Opposing Volume (Vo)** | 127 | **Opposing Volume (Vo)** | 108 |
| **Left-Turn Volume** | 14 | **Left-Turn Volume** | 47 |
| **% Left-Turn** | 13% | **% Left-Turn** | 26% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



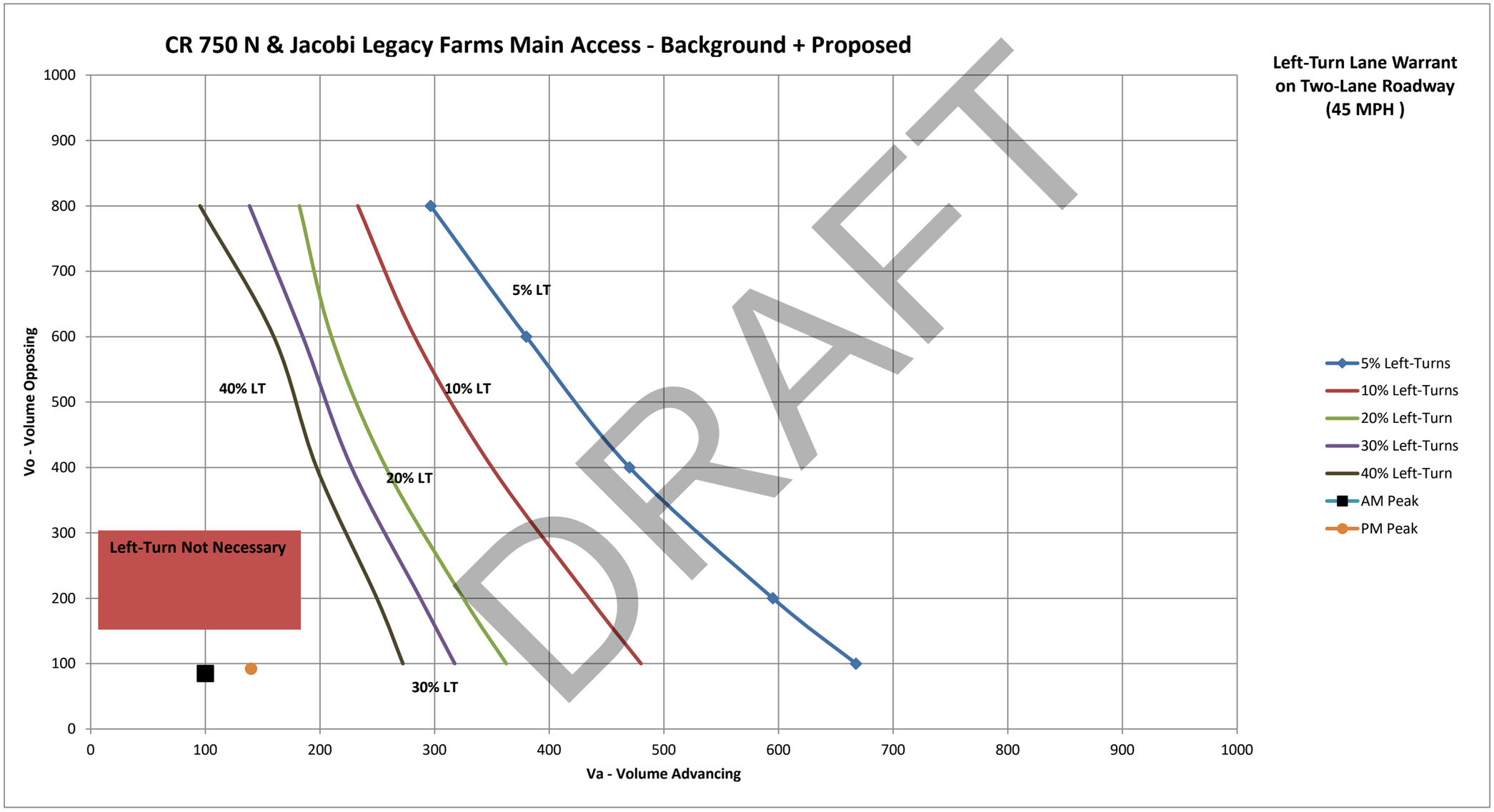
| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 2 | No |
| | **Total Volume** | 127 | |
| PM | **RT Volume** | 7 | No |
| | **Total Volume** | 108 | |



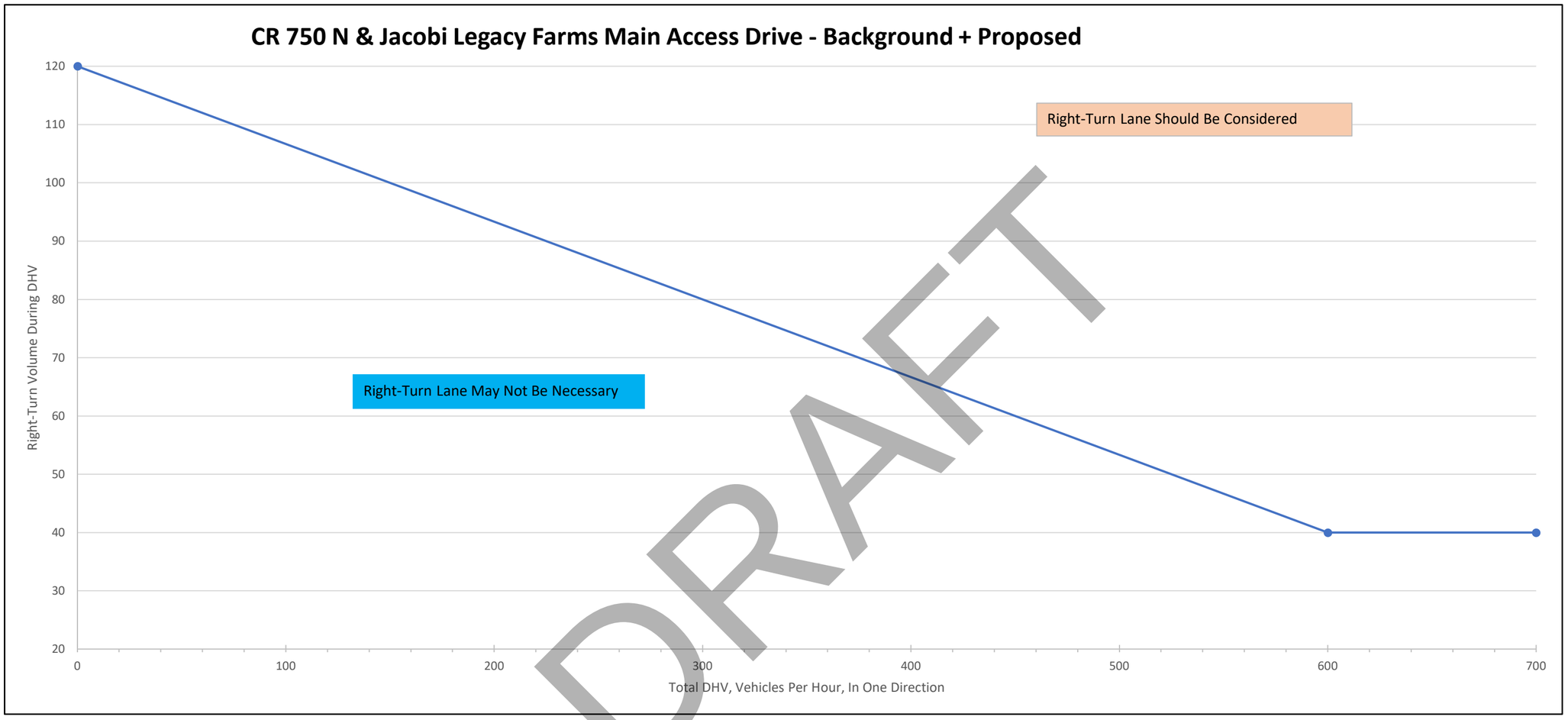
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 45 | 800 | 297 | 233 | 208 | 182 | 160 | 139 | 117 | 95 |
| | 600 | 380 | 283 | 246 | 210 | 198 | 185 | 172 | 160 |
| | 400 | 470 | 350 | 304 | 258 | 243 | 228 | 212 | 197 |
| | 200 | 595 | 435 | 380 | 325 | 306 | 288 | 269 | 250 |
| | 100 | 668 | 480 | 421 | 363 | 340 | 318 | 295 | 272 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 100 | **Advancing Volume (Va)** | 140 |
| **Opposing Volume (Vo)** | 85 | **Opposing Volume (Vo)** | 92 |
| **Left-Turn Volume** | 14 | **Left-Turn Volume** | 49 |
| **% Left-Turn** | 14% | **% Left-Turn** | 35% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



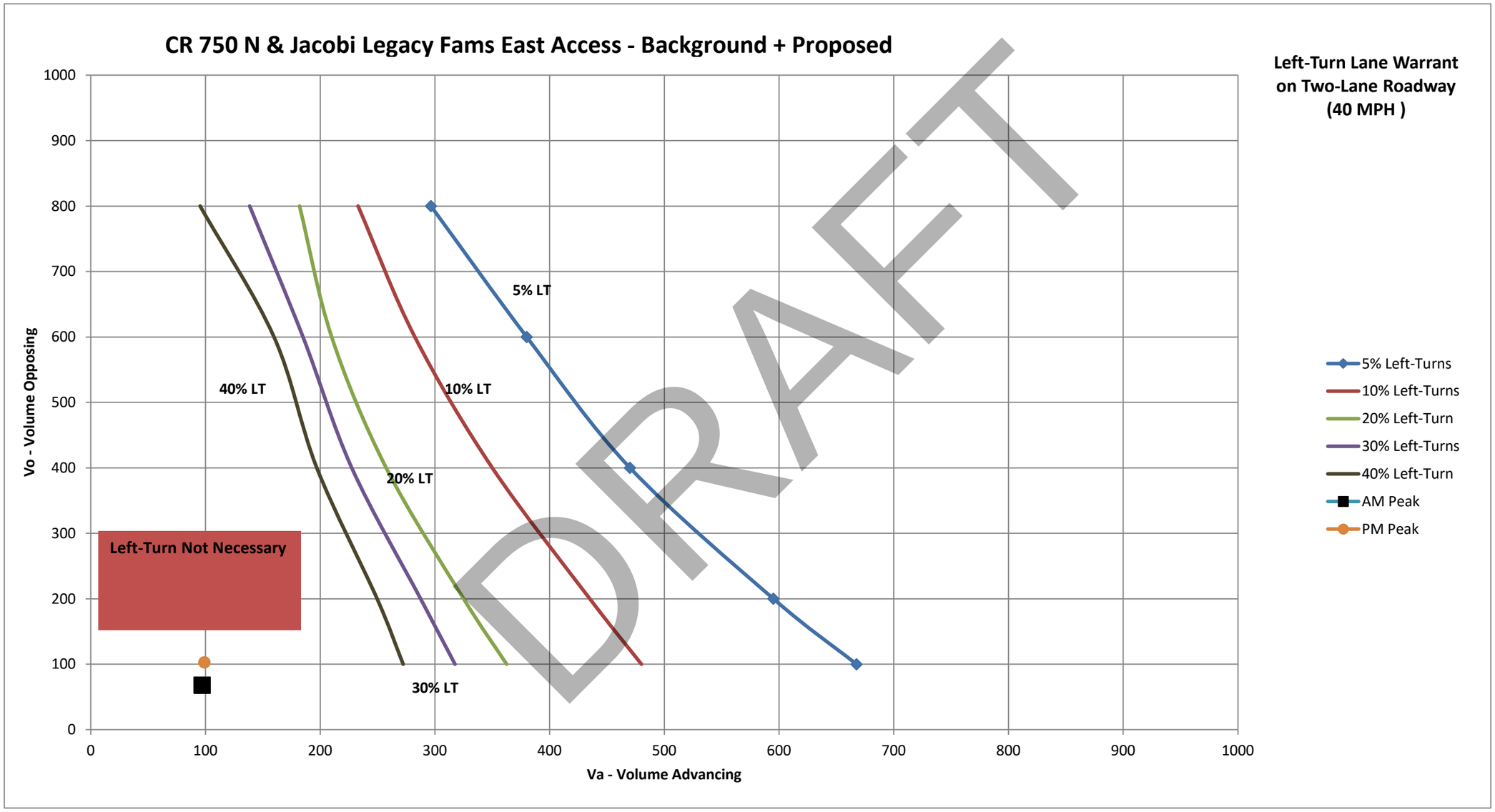
| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 4 | No |
| | **Total Volume** | 85 | |
| PM | **RT Volume** | 12 | No |
| | **Total Volume** | 92 | |



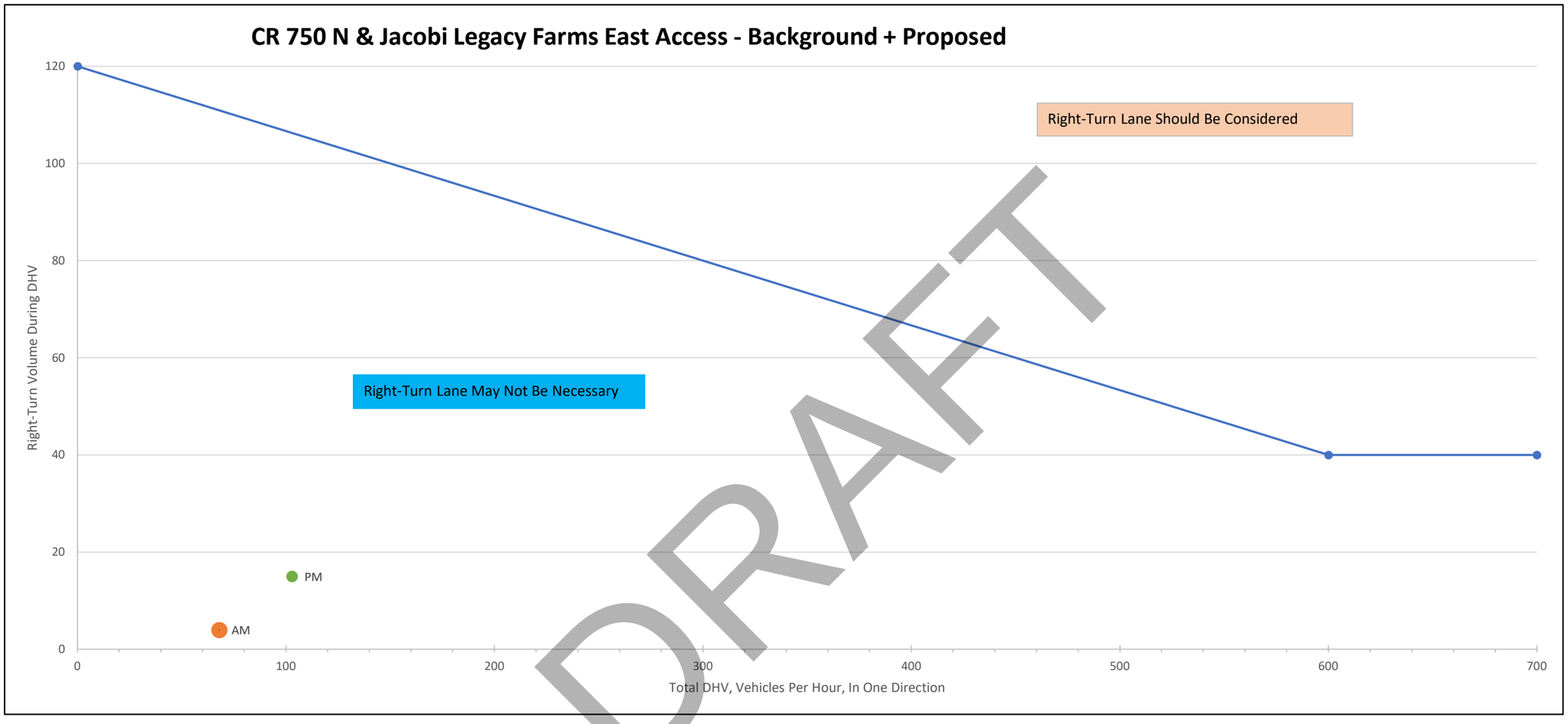
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 45 | 800 | 297 | 233 | 208 | 182 | 160 | 139 | 117 | 95 |
| | 600 | 380 | 283 | 246 | 210 | 198 | 185 | 172 | 160 |
| | 400 | 470 | 350 | 304 | 258 | 243 | 228 | 212 | 197 |
| | 200 | 595 | 435 | 380 | 325 | 306 | 288 | 269 | 250 |
| | 100 | 668 | 480 | 421 | 363 | 340 | 318 | 295 | 272 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 97 | **Advancing Volume (Va)** | 99 |
| **Opposing Volume (Vo)** | 68 | **Opposing Volume (Vo)** | 103 |
| **Left-Turn Volume** | 7 | **Left-Turn Volume** | 21 |
| **% Left-Turn** | 7% | **% Left-Turn** | 21% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 4 | No |
| | **Total Volume** | 68 | |
| PM | **RT Volume** | 15 | No |
| | **Total Volume** | 103 | |

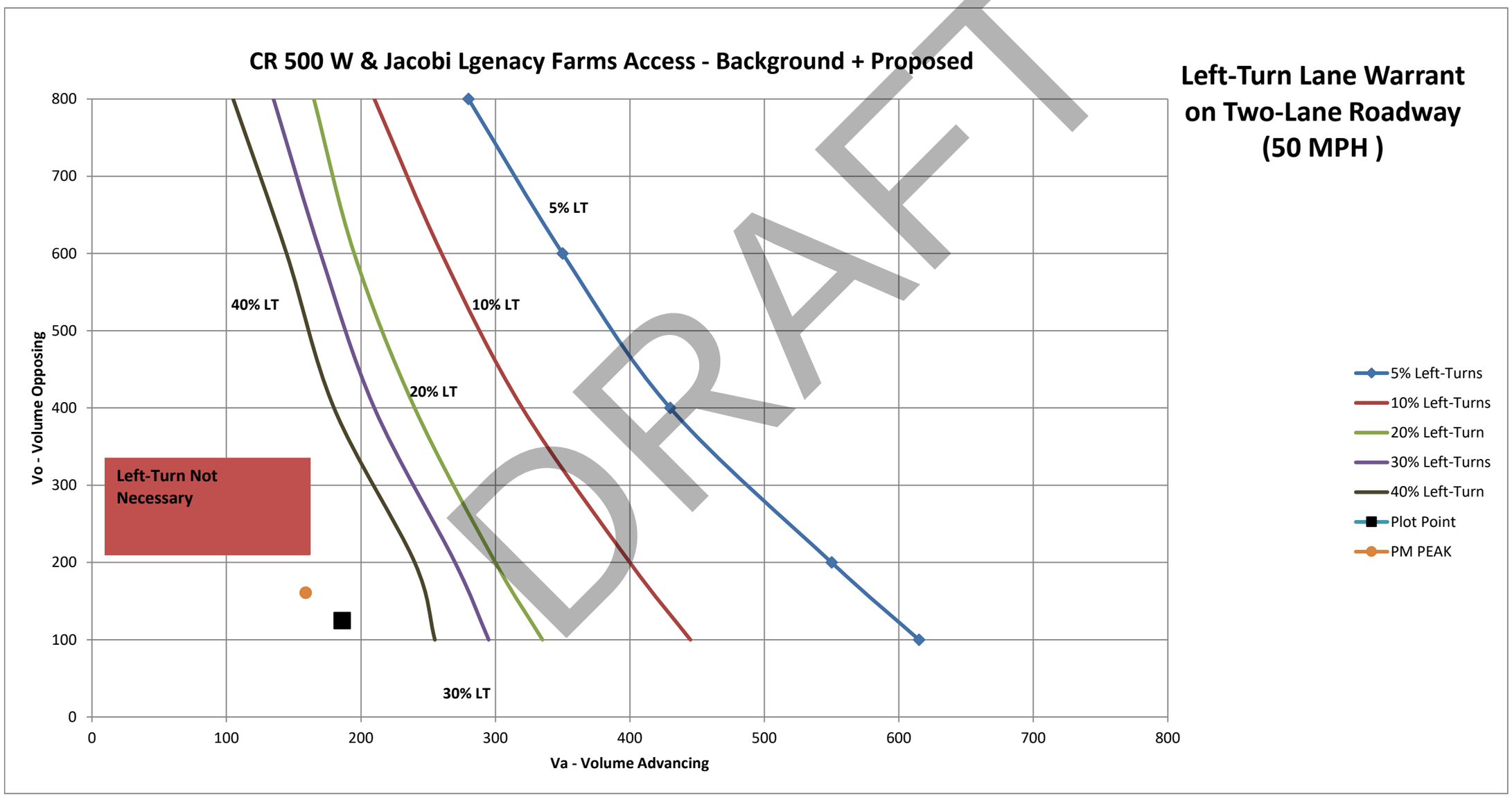





***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

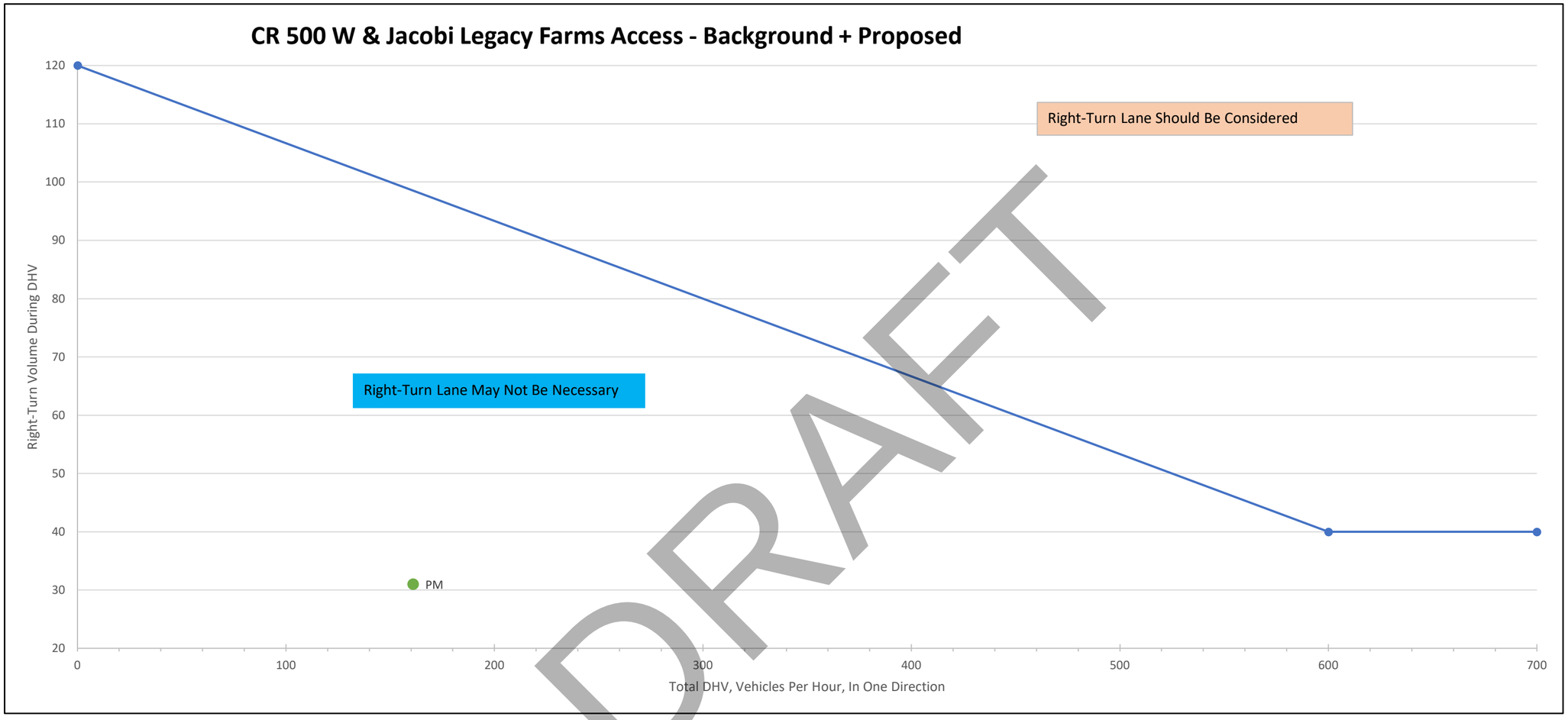
| Operating Speed (mph) | Opposing Volume (veh/h) | Advancing Volume (veh/h) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 5% Left Turns | 10% Left Turns | 15% Left Turns | 20% Left Turns | 25% Left Turns | 30% Left Turns | 35% Left Turns | 40% Left Turns |
| 50 | 800 | 280 | 210 | 188 | 165 | 150 | 135 | 120 | 105 |
| | 600 | 350 | 260 | 228 | 195 | 183 | 170 | 157 | 145 |
| | 400 | 430 | 320 | 280 | 240 | 225 | 210 | 195 | 180 |
| | 200 | 550 | 400 | 350 | 300 | 285 | 270 | 255 | 240 |
| | 100 | 615 | 445 | 390 | 335 | 315 | 295 | 275 | 255 |

| INPUT AM | | INPUT PM | |
|---|---|---|---|
| **Advancing Volume (Va)** | 186 | **Advancing Volume (Va)** | 159 |
| **Opposing Volume (Vo)** | 125 | **Opposing Volume (Vo)** | 161 |
| **Left-Turn Volume** | 8 | **Left-Turn Volume** | 20 |
| **% Left-Turn** | 4% | **% Left-Turn** | 13% |
| **WARRANTED?** | NO | **WARRANTED?** | NO |



| Total Volume | RT Volume |
|---|---|
| 0 | 120 |
| 600 | 40 |
| 700 | 40 |

| Time | Input | | Met? |
|---|---|---|---|
| AM | **RT Volume** | 11 | No |
| | **Total Volume** | 125 | |
| PM | **RT Volume** | 31 | No |
| | **Total Volume** | 161 | |






***NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.***

# MT. COMFORT ROAD & CR 700 N/PROPOSED BROADVIEW FARMS SOUTH ACCESS DRIVE

## TRAFFIC VOLUME COUNTS
## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 14 | 266 | 80 | 164 | 320 |
| Future Vol, veh/h | 9 | 14 | 266 | 80 | 164 | 320 |
| 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 | - | - | - | 210 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 11 | 17 | 317 | 95 | 195 | 381 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1136 | 365 | 0 | 0 | 412 | 0 |
| Stage 1 | 365 | - | - | - | - | - |
| Stage 2 | 771 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.25 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.345 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 220 | 673 | - | - | 1131 | - |
| Stage 1 | 696 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 182 | 673 | - | - | 1131 | - |
| Mov Cap-2 Maneuver | 182 | - | - | - | - | - |
| Stage 1 | 696 | - | - | - | - | - |
| Stage 2 | 373 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17 | 0 | 3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 327 | 1131 | - |
| HCM Lane V/C Ratio | - | - | 0.084 | 0.173 | - |
| HCM Control Delay (s) | - | - | 17 | 8.8 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.6 | - |

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 9 | 378 | 7 | 8 | 381 |
| Future Vol, veh/h | 6 | 9 | 378 | 7 | 8 | 381 |
| 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 | - | - | - | 210 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 7 | 10 | 415 | 8 | 9 | 419 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 856 | 419 | 0 | 0 | 423 | 0 |
| Stage 1 | 419 | - | - | - | - | - |
| Stage 2 | 437 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 329 | 636 | - | - | 1142 | - |
| Stage 1 | 666 | - | - | - | - | - |
| Stage 2 | 653 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 326 | 636 | - | - | 1142 | - |
| Mov Cap-2 Maneuver | 326 | - | - | - | - | - |
| Stage 1 | 666 | - | - | - | - | - |
| Stage 2 | 648 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.1 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 461 | 1142 | - |
| HCM Lane V/C Ratio | - | - | 0.036 | 0.008 | - |
| HCM Control Delay (s) | - | - | 13.1 | 8.2 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 37 | 9 | 11 | 25 | 4 | 39 | 4 | 356 | 93 | 203 | 450 | 11 |
| Future Vol, veh/h | 37 | 9 | 11 | 25 | 4 | 39 | 4 | 356 | 93 | 203 | 450 | 11 |
| 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 | 0 | - | - | - | - | - | 100 | - | - | 210 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 84 | 92 | 84 | 92 | 84 | 84 | 84 | 84 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 5 | 2 | 5 | 2 | 5 | 5 | 5 | 5 | 2 |
| Mvmt Flow | 40 | 10 | 12 | 30 | 4 | 46 | 4 | 424 | 111 | 242 | 536 | 12 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1539 | 1569 | 542 | 1525 | 1520 | 480 | 548 | 0 | 0 | 535 | 0 | 0 |
| Stage 1 | 1026 | 1026 | - | 488 | 488 | - | - | - | - | - | - | - |
| Stage 2 | 513 | 543 | - | 1037 | 1032 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.15 | 6.52 | 6.25 | 4.12 | - | - | 4.15 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.15 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.15 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.545 | 4.018 | 3.345 | 2.218 | - | - | 2.245 | - | - |
| Pot Cap-1 Maneuver | 94 | 111 | 540 | 95 | 119 | 580 | 1021 | - | - | 1018 | - | - |
| Stage 1 | 283 | 312 | - | 556 | 550 | - | - | - | - | - | - | - |
| Stage 2 | 544 | 520 | - | 276 | 310 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 68 | 84 | 540 | 69 | 90 | 580 | 1021 | - | - | 1018 | - | - |
| Mov Cap-2 Maneuver | 68 | 84 | - | 69 | 90 | - | - | - | - | - | - | - |
| Stage 1 | 282 | 238 | - | 554 | 548 | - | - | - | - | - | - | - |
| Stage 2 | 495 | 518 | - | 197 | 236 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 86.5 | 57.8 | 0.1 | 2.9 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1021 | - | - | 68 | 157 | 144 | 1018 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.591 | 0.138 | 0.559 | 0.237 | - | - |
| HCM Control Delay (s) | 8.5 | - | - | 116.1 | 31.6 | 57.8 | 9.6 | - | - |
| HCM Lane LOS | A | - | - | F | D | F | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 2.5 | 0.5 | 2.8 | 0.9 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 23 | 6 | 7 | 17 | 13 | 31 | 14 | 529 | 26 | 59 | 506 | 37 |
| Future Vol, veh/h | 23 | 6 | 7 | 17 | 13 | 31 | 14 | 529 | 26 | 59 | 506 | 37 |
| 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 | 0 | - | - | - | - | - | 100 | - | - | 210 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 91 | 92 | 91 | 92 | 91 | 91 | 91 | 91 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 2 |
| Mvmt Flow | 25 | 7 | 8 | 19 | 14 | 34 | 15 | 581 | 29 | 65 | 556 | 40 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1356 | 1346 | 576 | 1340 | 1352 | 596 | 596 | 0 | 0 | 610 | 0 | 0 |
| Stage 1 | 706 | 706 | - | 626 | 626 | - | - | - | - | - | - | - |
| Stage 2 | 650 | 640 | - | 714 | 726 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.11 | 6.52 | 6.21 | 4.12 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.11 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.11 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.509 | 4.018 | 3.309 | 2.218 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 126 | 151 | 517 | 130 | 150 | 505 | 980 | - | - | 974 | - | - |
| Stage 1 | 427 | 439 | - | 474 | 477 | - | - | - | - | - | - | - |
| Stage 2 | 458 | 470 | - | 424 | 430 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 102 | 139 | 517 | 116 | 138 | 505 | 980 | - | - | 974 | - | - |
| Mov Cap-2 Maneuver | 102 | 139 | - | 116 | 138 | - | - | - | - | - | - | - |
| Stage 1 | 421 | 410 | - | 467 | 470 | - | - | - | - | - | - | - |
| Stage 2 | 408 | 463 | - | 384 | 401 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 40.7 | 31.4 | 0.2 | 0.9 |
| HCM LOS | E | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 980 | - | - | 102 | 229 | 202 | 974 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | - | 0.245 | 0.062 | 0.331 | 0.067 | - | - |
| HCM Control Delay (s) | 8.7 | - | - | 51.4 | 21.8 | 31.4 | 9 | - | - |
| HCM Lane LOS | A | - | - | F | C | D | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.9 | 0.2 | 1.4 | 0.2 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 5.8 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 62 | 80 | 539 | 790 |
| Demand Flow Rate, veh/h | 63 | 84 | 566 | 829 |
| Vehicles Circulating, veh/h | 848 | 490 | 305 | 39 |
| Vehicles Exiting, veh/h | 20 | 381 | 606 | 534 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 6.3 | 4.9 | 6.2 | 5.6 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Right | Left | Right |
|---|---|---|---|---|---|---|
| Designated Moves | LTR | LTR | LT | TR | LT | TR |
| Assumed Moves | LTR | LTR | LT | TR | LT | TR |
| RT Channelized | | | | | | |
| Lane Util | 1.000 | 1.000 | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 63 | 84 | 266 | 300 | 390 | 439 |
| Cap Entry Lane, veh/h | 691 | 936 | 1020 | 1096 | 1302 | 1374 |
| Entry HV Adj Factor | 0.981 | 0.951 | 0.952 | 0.952 | 0.952 | 0.954 |
| Flow Entry, veh/h | 62 | 80 | 253 | 286 | 371 | 419 |
| Cap Entry, veh/h | 678 | 891 | 971 | 1043 | 1240 | 1311 |
| V/C Ratio | 0.091 | 0.090 | 0.261 | 0.274 | 0.299 | 0.320 |
| Control Delay, s/veh | 6.3 | 4.9 | 6.3 | 6.1 | 5.6 | 5.6 |
| LOS | A | A | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | 1 | 1 | 1 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 5.0 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 40 | 67 | 625 | 661 |
| Demand Flow Rate, veh/h | 41 | 67 | 631 | 669 |
| Vehicles Circulating, veh/h | 647 | 627 | 98 | 48 |
| Vehicles Exiting, veh/h | 70 | 102 | 589 | 646 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 5.0 | 5.1 | 5.0 | 4.9 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Right | Left | Right |
|---|---|---|---|---|---|---|
| Designated Moves | LTR | LTR | LT | TR | LT | TR |
| Assumed Moves | LTR | LTR | LT | TR | LT | TR |
| RT Channelized | | | | | | |
| Lane Util | 1.000 | 1.000 | 0.471 | 0.529 | 0.469 | 0.531 |
| Follow-Up Headway, s | 2.535 | 2.535 | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 41 | 67 | 297 | 334 | 314 | 355 |
| Cap Entry Lane, veh/h | 819 | 833 | 1233 | 1307 | 1292 | 1363 |
| Entry HV Adj Factor | 0.972 | 0.996 | 0.989 | 0.992 | 0.990 | 0.987 |
| Flow Entry, veh/h | 40 | 67 | 294 | 331 | 311 | 351 |
| Cap Entry, veh/h | 797 | 830 | 1220 | 1296 | 1279 | 1346 |
| V/C Ratio | 0.050 | 0.080 | 0.241 | 0.256 | 0.243 | 0.260 |
| Control Delay, s/veh | 5.0 | 5.1 | 5.1 | 5.0 | 4.9 | 4.9 |
| LOS | A | A | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | 1 | 1 | 1 | 1 |

# MT. COMFORT ROAD & CR 750 N

## TRAFFIC VOLUME COUNTS
## CAPACITY ANALYSIS

| 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 | 0 | 13 | 84 | 1 | 9 | 10 | 66 | 391 | 19 | 6 | 387 | 6 |
| Future Vol, veh/h | 0 | 13 | 84 | 1 | 9 | 10 | 66 | 391 | 19 | 6 | 387 | 6 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 15 | 99 | 1 | 11 | 12 | 78 | 460 | 22 | 7 | 455 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1112 | 1111 | 459 | 1157 | 1103 | 471 | 462 | 0 | 0 | 482 | 0 | 0 |
| Stage 1 | 473 | 473 | - | 627 | 627 | - | - | - | - | - | - | - |
| Stage 2 | 639 | 638 | - | 530 | 476 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 184 | 207 | 598 | 172 | 210 | 589 | 1089 | - | - | 1070 | - | - |
| Stage 1 | 568 | 555 | - | 468 | 473 | - | - | - | - | - | - | - |
| Stage 2 | 461 | 468 | - | 529 | 553 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 159 | 185 | 598 | 124 | 188 | 589 | 1089 | - | - | 1070 | - | - |
| Mov Cap-2 Maneuver | 159 | 185 | - | 124 | 188 | - | - | - | - | - | - | - |
| Stage 1 | 512 | 550 | - | 422 | 427 | - | - | - | - | - | - | - |
| Stage 2 | 397 | 422 | - | 425 | 548 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.4 | 19.4 | 1.2 | 0.1 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1089 | - | - | 460 | 274 | 1070 | - | - |
| HCM Lane V/C Ratio | 0.071 | - | - | 0.248 | 0.086 | 0.007 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | - | 15.4 | 19.4 | 8.4 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 1 | 0.3 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 11 | 50 | 0 | 3 | 2 | 30 | 367 | 4 | 7 | 353 | 13 |
| Future Vol, veh/h | 3 | 11 | 50 | 0 | 3 | 2 | 30 | 367 | 4 | 7 | 353 | 13 |
| 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 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 12 | 53 | 0 | 3 | 2 | 32 | 386 | 4 | 7 | 372 | 14 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 848 | 847 | 379 | 878 | 852 | 388 | 386 | 0 | 0 | 390 | 0 | 0 |
| Stage 1 | 393 | 393 | - | 452 | 452 | - | - | - | - | - | - | - |
| Stage 2 | 455 | 454 | - | 426 | 400 | - | - | - | - | - | - | - |
| 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 | 281 | 299 | 668 | 268 | 297 | 660 | 1172 | - | - | 1169 | - | - |
| Stage 1 | 632 | 606 | - | 587 | 570 | - | - | - | - | - | - | - |
| Stage 2 | 585 | 569 | - | 606 | 602 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 269 | 286 | 668 | 232 | 284 | 660 | 1172 | - | - | 1169 | - | - |
| Mov Cap-2 Maneuver | 269 | 286 | - | 232 | 284 | - | - | - | - | - | - | - |
| Stage 1 | 610 | 601 | - | 566 | 550 | - | - | - | - | - | - | - |
| Stage 2 | 559 | 549 | - | 543 | 597 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 13.1 | 14.9 | 0.6 | 0.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1172 | - | - | 514 | 368 | 1169 | - | - |
| HCM Lane V/C Ratio | 0.027 | - | - | 0.131 | 0.014 | 0.006 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 13.1 | 14.9 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.4 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 561.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 34 | 67 | 110 | 61 | 134 | 90 | 92 | 492 | 64 | 33 | 480 | 35 |
| Future Vol, veh/h | 34 | 67 | 110 | 61 | 134 | 90 | 92 | 492 | 64 | 33 | 480 | 35 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 40 | 79 | 129 | 72 | 158 | 106 | 108 | 579 | 75 | 39 | 565 | 41 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1629 | 1534 | 586 | 1601 | 1517 | 617 | 606 | 0 | 0 | 654 | 0 | 0 |
| Stage 1 | 664 | 664 | - | 833 | 833 | - | - | - | - | - | - | - |
| Stage 2 | 965 | 870 | - | 768 | 684 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 81 | 115 | 506 | 84 | ~ 118 | 486 | 962 | - | - | 923 | - | - |
| Stage 1 | 447 | 455 | - | 360 | 381 | - | - | - | - | - | - | - |
| Stage 2 | 304 | 366 | - | 391 | 446 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 88 | 506 | ~ 12 | ~ 91 | 486 | 962 | - | - | 923 | - | - |
| Mov Cap-2 Maneuver | - | 88 | - | ~ 12 | ~ 91 | - | - | - | - | - | - | - |
| Stage 1 | 367 | 426 | - | 296 | 313 | - | - | - | - | - | - | - |
| Stage 2 | 97 | 300 | - | 222 | 417 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | $ 3328.3 | 1.3 | 0.5 |
| HCM LOS | - | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 962 | - | - | - | 42 | 923 | - | - |
| HCM Lane V/C Ratio | 0.113 | - | - | - | 7.983 | 0.042 | - | - |
| HCM Control Delay (s) | 9.2 | 0 | - | - | $ 3328.3 | 9.1 | 0 | - |
| HCM Lane LOS | A | A | - | - | F | A | A | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 39.8 | 0.1 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 31 | 128 | 102 | 65 | 100 | 51 | 48 | 494 | 77 | 93 | 509 | 48 |
| Future Vol, veh/h | 31 | 128 | 102 | 65 | 100 | 51 | 48 | 494 | 77 | 93 | 509 | 48 |
| 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 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 135 | 107 | 68 | 105 | 54 | 51 | 520 | 81 | 98 | 536 | 51 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1500 | 1461 | 562 | 1542 | 1446 | 561 | 587 | 0 | 0 | 601 | 0 | 0 |
| Stage 1 | 758 | 758 | - | 663 | 663 | - | - | - | - | - | - | - |
| Stage 2 | 742 | 703 | - | 879 | 783 | - | - | - | - | - | - | - |
| 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 | 100 | ~ 129 | 526 | 94 | 132 | 527 | 988 | - | - | 976 | - | - |
| Stage 1 | 399 | 415 | - | 450 | 459 | - | - | - | - | - | - | - |
| Stage 2 | 408 | 440 | - | 342 | 404 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 101 | 526 | - | ~ 103 | 527 | 988 | - | - | 976 | - | - |
| Mov Cap-2 Maneuver | - | ~ 101 | - | - | ~ 103 | - | - | - | - | - | - | - |
| Stage 1 | 367 | 353 | - | 414 | 423 | - | - | - | - | - | - | - |
| Stage 2 | 254 | 405 | - | 143 | 343 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | | 0.7 | 1.3 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 988 | - | - | - | - | 976 | - | - |
| HCM Lane V/C Ratio | 0.051 | - | - | - | - | 0.1 | - | - |
| HCM Control Delay (s) | 8.8 | 0 | - | - | - | 9.1 | 0 | - |
| HCM Lane LOS | A | A | - | - | - | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | - | 0.3 | - | - |

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

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.8 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 248 | 336 | 762 | 645 |
| Demand Flow Rate, veh/h | 258 | 349 | 792 | 672 |
| Vehicles Circulating, veh/h | 704 | 756 | 165 | 351 |
| Vehicles Exiting, veh/h | 319 | 201 | 797 | 754 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 8.8 | 11.7 | 6.3 | 7.2 |
| Approach LOS | A | B | A | A |

| Lane | Left | Left | Left | Right | Left | Right |
|---|---|---|---|---|---|---|
| Designated Moves | LTR | LTR | LT | TR | LT | TR |
| Assumed Moves | LTR | LTR | LT | TR | LT | TR |
| RT Channelized | | | | | | |
| Lane Util | 1.000 | 1.000 | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 258 | 349 | 372 | 420 | 316 | 356 |
| Cap Entry Lane, veh/h | 781 | 747 | 1160 | 1234 | 977 | 1054 |
| Entry HV Adj Factor | 0.961 | 0.962 | 0.963 | 0.961 | 0.960 | 0.961 |
| Flow Entry, veh/h | 248 | 336 | 358 | 404 | 303 | 342 |
| Cap Entry, veh/h | 750 | 718 | 1116 | 1187 | 938 | 1012 |
| V/C Ratio | 0.331 | 0.467 | 0.321 | 0.340 | 0.323 | 0.338 |
| Control Delay, s/veh | 8.8 | 11.7 | 6.3 | 6.3 | 7.3 | 7.0 |
| LOS | A | B | A | A | A | A |
| 95th %tile Queue, veh | 1 | 3 | 1 | 2 | 1 | 2 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 6.9 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 275 | 227 | 652 | 685 |
| Demand Flow Rate, veh/h | 281 | 231 | 665 | 699 |
| Vehicles Circulating, veh/h | 716 | 616 | 272 | 228 |
| Vehicles Exiting, veh/h | 211 | 321 | 725 | 619 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 9.3 | 7.4 | 6.4 | 6.2 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Right | Left | Right |
|---|---|---|---|---|---|---|
| Designated Moves | LTR | LTR | LT | TR | LT | TR |
| Assumed Moves | LTR | LTR | LT | TR | LT | TR |
| RT Channelized | | | | | | |
| Lane Util | 1.000 | 1.000 | 0.471 | 0.529 | 0.471 | 0.529 |
| Follow-Up Headway, s | 2.535 | 2.535 | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 281 | 231 | 313 | 352 | 329 | 370 |
| Cap Entry Lane, veh/h | 773 | 841 | 1051 | 1127 | 1094 | 1170 |
| Entry HV Adj Factor | 0.980 | 0.982 | 0.978 | 0.981 | 0.979 | 0.982 |
| Flow Entry, veh/h | 275 | 227 | 306 | 345 | 322 | 363 |
| Cap Entry, veh/h | 757 | 826 | 1028 | 1106 | 1071 | 1148 |
| V/C Ratio | 0.364 | 0.275 | 0.298 | 0.312 | 0.301 | 0.316 |
| Control Delay, s/veh | 9.3 | 7.4 | 6.5 | 6.3 | 6.3 | 6.2 |
| LOS | A | A | A | A | A | A |
| 95th %tile Queue, veh | 2 | 1 | 1 | 1 | 1 | 1 |

# MT. COMFORT ROAD & 2ND STREET/PROPOSED MCCORD SQUARE ACCESS DRIVE

## TRAFFIC VOLUME COUNTS
## CAPACITY ANALYSIS

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 3 | 1 | 402 | 397 | 0 |
| Future Vol, veh/h | 3 | 3 | 1 | 402 | 397 | 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 | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 4 | 4 | 1 | 479 | 473 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 954 | 473 | 473 | 0 | - | 0 |
| Stage 1 | 473 | - | - | - | - | - |
| Stage 2 | 481 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | 2.236 | - | - | - |
| Pot Cap-1 Maneuver | 285 | 587 | 1079 | - | - | - |
| Stage 1 | 623 | - | - | - | - | - |
| Stage 2 | 618 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 285 | 587 | 1079 | - | - | - |
| Mov Cap-2 Maneuver | 285 | - | - | - | - | - |
| Stage 1 | 622 | - | - | - | - | - |
| Stage 2 | 618 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1079 | - | 384 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.019 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 14.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 1 | 388 | 375 | 2 |
| Future Vol, veh/h | 1 | 2 | 1 | 388 | 375 | 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 | 1 | 2 | 1 | 422 | 408 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 833 | 409 | 410 | 0 | - | 0 |
| Stage 1 | 409 | - | - | - | - | - |
| Stage 2 | 424 | - | - | - | - | - |
| 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 | 339 | 642 | 1149 | - | - | - |
| Stage 1 | 671 | - | - | - | - | - |
| Stage 2 | 660 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 339 | 642 | 1149 | - | - | - |
| Mov Cap-2 Maneuver | 339 | - | - | - | - | - |
| Stage 1 | 670 | - | - | - | - | - |
| Stage 2 | 660 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1149 | - | 495 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.007 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 12.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 4 | 3 | 51 | 5 | 87 | 1 | 629 | 44 | 68 | 494 | 0 |
| Future Vol, veh/h | 3 | 4 | 3 | 51 | 5 | 87 | 1 | 629 | 44 | 68 | 494 | 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 | - | - | - | 100 | - | - | - | - | 100 | 100 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 84 | 92 | 84 | 92 | 92 | 92 | 84 | 84 | 92 | 92 | 84 | 84 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 4 | 4 | 4 | 55 | 5 | 95 | 1 | 749 | 48 | 74 | 588 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1561 | 1535 | 588 | 1491 | 1487 | 749 | 588 | 0 | 0 | 797 | 0 | 0 |
| Stage 1 | 736 | 736 | - | 751 | 751 | - | - | - | - | - | - | - |
| Stage 2 | 825 | 799 | - | 740 | 736 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 90 | 115 | 505 | 101 | 123 | 409 | 977 | - | - | 816 | - | - |
| Stage 1 | 408 | 422 | - | 400 | 415 | - | - | - | - | - | - | - |
| Stage 2 | 364 | 395 | - | 405 | 422 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 62 | 104 | 505 | 90 | 112 | 409 | 977 | - | - | 816 | - | - |
| Mov Cap-2 Maneuver | 62 | 104 | - | 90 | 112 | - | - | - | - | - | - | - |
| Stage 1 | 407 | 384 | - | 399 | 414 | - | - | - | - | - | - | - |
| Stage 2 | 276 | 394 | - | 362 | 384 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 42.3 | 46 | 0 | 1.1 |
| HCM LOS | E | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 977 | - | - | 108 | 90 | 357 | 816 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.106 | 0.616 | 0.28 | 0.091 | - | - |
| HCM Control Delay (s) | 8.7 | 0 | - | 42.3 | 94.8 | 19 | 9.9 | - | - |
| HCM Lane LOS | A | A | - | E | F | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 2.9 | 1.1 | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 5 | 2 | 48 | 4 | 77 | 1 | 541 | 54 | 86 | 605 | 2 |
| Future Vol, veh/h | 1 | 5 | 2 | 48 | 4 | 77 | 1 | 541 | 54 | 86 | 605 | 2 |
| 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 | - | - | - | 100 | - | - | - | - | 100 | 100 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 5 | 2 | 52 | 4 | 84 | 1 | 588 | 59 | 93 | 658 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1509 | 1494 | 659 | 1439 | 1436 | 588 | 660 | 0 | 0 | 647 | 0 | 0 |
| Stage 1 | 845 | 845 | - | 590 | 590 | - | - | - | - | - | - | - |
| Stage 2 | 664 | 649 | - | 849 | 846 | - | - | - | - | - | - | - |
| 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 | 99 | 123 | 464 | 111 | 133 | 509 | 928 | - | - | 939 | - | - |
| Stage 1 | 357 | 379 | - | 494 | 495 | - | - | - | - | - | - | - |
| Stage 2 | 450 | 466 | - | 356 | 378 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 74 | 111 | 464 | 98 | 120 | 509 | 928 | - | - | 939 | - | - |
| Mov Cap-2 Maneuver | 74 | 111 | - | 98 | 120 | - | - | - | - | - | - | - |
| Stage 1 | 356 | 341 | - | 493 | 494 | - | - | - | - | - | - | - |
| Stage 2 | 372 | 465 | - | 314 | 341 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 35.4 | 38.4 | 0 | 1.1 |
| HCM LOS | E | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 928 | - | - | 127 | 98 | 439 | 939 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.068 | 0.532 | 0.201 | 0.1 | - | - |
| HCM Control Delay (s) | 8.9 | 0 | - | 35.4 | 77.5 | 15.2 | 9.3 | - | - |
| HCM Lane LOS | A | A | - | E | F | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 2.4 | 0.7 | 0.3 | - | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 4 | 3 | 51 | 5 | 87 | 1 | 629 | 44 | 68 | 494 | 0 |
| Future Volume (veh/h) | 3 | 4 | 3 | 51 | 5 | 87 | 1 | 629 | 44 | 68 | 494 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 4 | 4 | 4 | 55 | 5 | 95 | 1 | 749 | 48 | 74 | 588 | 0 |
| Peak Hour Factor | 0.84 | 0.92 | 0.84 | 0.92 | 0.92 | 0.92 | 0.84 | 0.84 | 0.92 | 0.92 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cap, veh/h | 180 | 165 | 121 | 473 | 18 | 341 | 439 | 953 | 61 | 297 | 1025 | 0 |
| Arrive On Green | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.00 |
| Sat Flow, veh/h | 339 | 724 | 532 | 1385 | 79 | 1493 | 815 | 1711 | 110 | 671 | 1841 | 0 |
| Grp Volume(v), veh/h | 12 | 0 | 0 | 55 | 0 | 100 | 1 | 0 | 797 | 74 | 588 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1595 | 0 | 0 | 1385 | 0 | 1572 | 815 | 0 | 1821 | 671 | 1841 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 2.4 | 0.0 | 0.0 | 16.0 | 4.5 | 9.7 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 0.0 | 1.4 | 0.0 | 2.4 | 9.7 | 0.0 | 16.0 | 20.6 | 9.7 | 0.0 |
| Prop In Lane | 0.33 | | 0.33 | 1.00 | | 0.95 | 1.00 | | 0.06 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 467 | 0 | 0 | 473 | 0 | 359 | 439 | 0 | 1014 | 297 | 1025 | 0 |
| V/C Ratio(X) | 0.03 | 0.00 | 0.00 | 0.12 | 0.00 | 0.28 | 0.00 | 0.00 | 0.79 | 0.25 | 0.57 | 0.00 |
| Avail Cap(c_a), veh/h | 512 | 0 | 0 | 514 | 0 | 405 | 563 | 0 | 1292 | 399 | 1306 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.0 | 0.0 | 0.0 | 14.4 | 0.0 | 14.8 | 9.9 | 0.0 | 8.1 | 16.2 | 6.7 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.4 | 0.0 | 0.0 | 2.5 | 0.4 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 0.8 | 0.0 | 0.0 | 4.8 | 0.6 | 2.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 14.0 | 0.0 | 0.0 | 14.5 | 0.0 | 15.2 | 9.9 | 0.0 | 10.7 | 16.7 | 7.2 | 0.0 |
| LnGrp LOS | B | A | A | B | A | B | A | A | B | B | A | A |
| Approach Vol, veh/h | | 12 | | | 155 | | | 798 | | | 662 | |
| Approach Delay, s/veh | | 14.0 | | | 15.0 | | | 10.7 | | | 8.3 | |
| Approach LOS | | B | | | B | | | B | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 30.9 | 15.6 | 30.9 | 15.6 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 33.0 | 12.0 | 33.0 | 12.0 |
| Max Q Clear Time (g_c+I1), s | 18.0 | 2.2 | 22.6 | 4.4 |
| Green Ext Time (p_c), s | 5.2 | 0.0 | 3.3 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 10.1 |
| HCM 6th LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 5 | 2 | 48 | 4 | 77 | 1 | 541 | 54 | 86 | 605 | 2 |
| Future Volume (veh/h) | 1 | 5 | 2 | 48 | 4 | 77 | 1 | 541 | 54 | 86 | 605 | 2 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1 | 5 | 2 | 52 | 4 | 84 | 1 | 588 | 59 | 93 | 658 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 116 | 302 | 106 | 518 | 17 | 366 | 369 | 857 | 86 | 372 | 955 | 3 |
| Arrive On Green | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 |
| Sat Flow, veh/h | 66 | 1255 | 441 | 1409 | 73 | 1524 | 774 | 1672 | 168 | 784 | 1864 | 6 |
| Grp Volume(v), veh/h | 8 | 0 | 0 | 52 | 0 | 88 | 1 | 0 | 647 | 93 | 0 | 660 |
| Grp Sat Flow(s),veh/h/ln | 1763 | 0 | 0 | 1409 | 0 | 1596 | 774 | 0 | 1840 | 784 | 0 | 1869 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.8 | 0.0 | 0.0 | 10.7 | 4.1 | 0.0 | 10.8 |
| Cycle Q Clear(g_c), s | 0.1 | 0.0 | 0.0 | 1.1 | 0.0 | 1.8 | 10.8 | 0.0 | 10.7 | 14.8 | 0.0 | 10.8 |
| Prop In Lane | 0.12 | | 0.25 | 1.00 | | 0.95 | 1.00 | | 0.09 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 524 | 0 | 0 | 518 | 0 | 384 | 369 | 0 | 943 | 372 | 0 | 958 |
| V/C Ratio(X) | 0.02 | 0.00 | 0.00 | 0.10 | 0.00 | 0.23 | 0.00 | 0.00 | 0.69 | 0.25 | 0.00 | 0.69 |
| Avail Cap(c_a), veh/h | 620 | 0 | 0 | 597 | 0 | 473 | 508 | 0 | 1274 | 513 | 0 | 1294 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.7 | 0.0 | 0.0 | 12.1 | 0.0 | 12.4 | 11.5 | 0.0 | 7.4 | 13.0 | 0.0 | 7.4 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.9 | 0.3 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.6 | 0.0 | 0.0 | 2.8 | 0.6 | 0.0 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 11.7 | 0.0 | 0.0 | 12.2 | 0.0 | 12.7 | 11.5 | 0.0 | 8.4 | 13.3 | 0.0 | 8.4 |
| LnGrp LOS | B | A | A | B | A | B | B | A | A | B | A | A |
| Approach Vol, veh/h | | 8 | | | 140 | | | 648 | | | 753 | |
| Approach Delay, s/veh | | 11.7 | | | 12.5 | | | 8.4 | | | 9.0 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.7 | 14.7 | 25.7 | 14.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 28.0 | 12.0 | 28.0 | 12.0 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 2.1 | 16.8 | 3.8 |
| Green Ext Time (p_c), s | 4.0 | 0.0 | 3.9 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 9.1 |
| HCM 6th LOS | A |

# SR 234 & BROADWAY

## TRAFFIC VOLUME COUNTS
## CAPACITY ANALYSIS

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 236 | 1 | 313 | 247 | 0 | 503 |
| Future Volume (veh/h) | 236 | 1 | 313 | 247 | 0 | 503 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 251 | 1 | 333 | 0 | 0 | 535 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 545 | 2 | 722 | | 0 | 722 |
| Arrive On Green | 0.32 | 0.32 | 0.40 | 0.00 | 0.00 | 0.40 |
| Sat Flow, veh/h | 1725 | 7 | 1826 | 1547 | 0 | 1826 |
| Grp Volume(v), veh/h | 253 | 0 | 333 | 0 | 0 | 535 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 0 | 1826 | 1547 | 0 | 1826 |
| Q Serve(g_s), s | 4.0 | 0.0 | 4.7 | 0.0 | 0.0 | 8.7 |
| Cycle Q Clear(g_c), s | 4.0 | 0.0 | 4.7 | 0.0 | 0.0 | 8.7 |
| Prop In Lane | 0.99 | 0.00 | | 1.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | 549 | 0 | 722 | | 0 | 722 |
| V/C Ratio(X) | 0.46 | 0.00 | 0.46 | | 0.00 | 0.74 |
| Avail Cap(c_a), veh/h | 753 | 0 | 1317 | | 0 | 1317 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.5 | 0.0 | 7.7 | 0.0 | 0.0 | 9.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.5 | 0.0 | 0.0 | 1.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 0.0 | 1.3 | 0.0 | 0.0 | 2.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 10.1 | 0.0 | 8.2 | 0.0 | 0.0 | 10.5 |
| LnGrp LOS | B | A | A | | A | B |
| Approach Vol, veh/h | 253 | | 333 | A | | 535 |
| Approach Delay, s/veh | 10.1 | | 8.2 | | | 10.5 |
| Approach LOS | B | | A | | | B |

| Timer - Assigned Phs | 2 | | | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.7 | | | 18.7 | 15.9 |
| Change Period (Y+Rc), s | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | | | 25.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 6.7 | | | 10.7 | 6.0 |
| Green Ext Time (p_c), s | 1.9 | | | 3.0 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 9.7 |
| HCM 6th LOS | A |

**Notes**

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 158 | 1 | 529 | 201 | 1 | 367 |
| Future Volume (veh/h) | 158 | 1 | 529 | 201 | 1 | 367 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 172 | 1 | 575 | 0 | 1 | 399 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 501 | 3 | 788 | | 107 | 787 |
| Arrive On Green | 0.28 | 0.28 | 0.42 | 0.00 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1760 | 10 | 1870 | 1585 | 1 | 1868 |
| Grp Volume(v), veh/h | 174 | 0 | 575 | 0 | 400 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1870 | 1585 | 1869 | 0 |
| Q Serve(g_s), s | 2.6 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.6 | 0.0 | 8.7 | 0.0 | 5.4 | 0.0 |
| Prop In Lane | 0.99 | 0.01 | | 1.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | 507 | 0 | 788 | | 893 | 0 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.73 | | 0.45 | 0.00 |
| Avail Cap(c_a), veh/h | 628 | 0 | 1540 | | 1644 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 9.6 | 0.0 | 8.2 | 0.0 | 7.2 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 1.3 | 0.0 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 2.4 | 0.0 | 1.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 10.0 | 0.0 | 9.5 | 0.0 | 7.6 | 0.0 |
| LnGrp LOS | B | A | A | | A | A |
| Approach Vol, veh/h | 174 | | 575 | A | | 400 |
| Approach Delay, s/veh | 10.0 | | 9.5 | | | 7.6 |
| Approach LOS | B | | A | | | A |

| Timer - Assigned Phs | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.3 | | | | 19.3 | 14.7 |
| Change Period (Y+Rc), s | 5.0 | | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 28.0 | | | | 28.0 | 12.0 |
| Max Q Clear Time (g_c+I1), s | 10.7 | | | | 7.4 | 4.6 |
| Green Ext Time (p_c), s | 3.6 | | | | 2.4 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.9 |
| HCM 6th LOS | A |

**Notes**

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

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

| Movement | EBL | EBR | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 3 | 0 | 555 | 591 | 148 |
| Future Vol, veh/h | 5 | 3 | 0 | 555 | 591 | 148 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 5 | 3 | 0 | 590 | 629 | 157 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1003 | 708 | 786 | 0 | - | 0 |
| Stage 1 | 708 | - | - | - | - | - |
| Stage 2 | 295 | - | - | - | - | - |
| Critical Hdwy | 6.675 | 6.275 | 4.175 | - | - | - |
| Critical Hdwy Stg 1 | 5.475 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.875 | - | - | - | - | - |
| Follow-up Hdwy | 3.5475 | 3.3475 | 2.2475 | - | - | - |
| Pot Cap-1 Maneuver | 249 | 427 | 815 | - | - | - |
| Stage 1 | 480 | - | - | - | - | - |
| Stage 2 | 723 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 249 | 427 | 815 | - | - | - |
| Mov Cap-2 Maneuver | 249 | - | - | - | - | - |
| Stage 1 | 480 | - | - | - | - | - |
| Stage 2 | 723 | - | - | - | - | - |

| Approach | EB | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 17.6 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NEL | NET | EBLn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 815 | - | 295 | - | - |
| HCM Lane V/C Ratio | - | - | 0.029 | - | - |
| HCM Control Delay (s) | 0 | - | 17.6 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

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

| Movement | EBL | EBR | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 2 | 729 | 435 | 120 |
| Future Vol, veh/h | 1 | 0 | 2 | 729 | 435 | 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 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 2 | 759 | 453 | 125 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 900 | 516 | 578 | 0 | - | 0 |
| Stage 1 | 516 | - | - | - | - | - |
| Stage 2 | 384 | - | - | - | - | - |
| Critical Hdwy | 6.63 | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.83 | - | - | - | - | - |
| Follow-up Hdwy | 3.519 | 3.319 | 2.219 | - | - | - |
| Pot Cap-1 Maneuver | 293 | 558 | 994 | - | - | - |
| Stage 1 | 598 | - | - | - | - | - |
| Stage 2 | 659 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 292 | 558 | 994 | - | - | - |
| Mov Cap-2 Maneuver | 292 | - | - | - | - | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 659 | - | - | - | - | - |

| Approach | EB | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 17.4 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NEL | NET | EBLn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 994 | - | 292 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.004 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 17.4 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 281 | 3 | 425 | 287 | 1 | 604 |
| Future Volume (veh/h) | 281 | 3 | 425 | 287 | 1 | 604 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 299 | 3 | 452 | 0 | 1 | 643 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 508 | 5 | 816 | | 93 | 816 |
| Arrive On Green | 0.30 | 0.30 | 0.45 | 0.00 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1714 | 17 | 1826 | 1547 | 0 | 1825 |
| Grp Volume(v), veh/h | 303 | 0 | 452 | 0 | 644 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1737 | 0 | 1826 | 1547 | 1825 | 0 |
| Q Serve(g_s), s | 5.8 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.8 | 0.0 | 7.1 | 0.0 | 11.7 | 0.0 |
| Prop In Lane | 0.99 | 0.01 | | 1.00 | 0.00 | |
| Lane Grp Cap(c), veh/h | 515 | 0 | 816 | | 909 | 0 |
| V/C Ratio(X) | 0.59 | 0.00 | 0.55 | | 0.71 | 0.00 |
| Avail Cap(c_a), veh/h | 579 | 0 | 1265 | | 1356 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 11.7 | 0.0 | 7.9 | 0.0 | 9.2 | 0.0 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 0.6 | 0.0 | 1.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.9 | 0.0 | 2.0 | 0.0 | 3.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 12.9 | 0.0 | 8.5 | 0.0 | 10.2 | 0.0 |
| LnGrp LOS | B | A | A | | B | A |
| Approach Vol, veh/h | 303 | | 452 | A | | 644 |
| Approach Delay, s/veh | 12.9 | | 8.5 | | | 10.2 |
| Approach LOS | B | | A | | | B |

| Timer - Assigned Phs | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.4 | | | | 22.4 | 16.5 |
| Change Period (Y+Rc), s | 5.0 | | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 27.0 | | | | 27.0 | 13.0 |
| Max Q Clear Time (g_c+I1), s | 9.1 | | | | 13.7 | 7.8 |
| Green Ext Time (p_c), s | 2.7 | | | | 3.7 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 10.3 |
| HCM 6th LOS | B |

**Notes**

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 196 | 2 | 656 | 243 | 5 | 498 |
| Future Volume (veh/h) | 196 | 2 | 656 | 243 | 5 | 498 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 213 | 2 | 713 | 0 | 5 | 541 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 479 | 4 | 892 | | 93 | 887 |
| Arrive On Green | 0.27 | 0.27 | 0.48 | 0.00 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1755 | 16 | 1870 | 1585 | 4 | 1860 |
| Grp Volume(v), veh/h | 216 | 0 | 713 | 0 | 546 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1780 | 0 | 1870 | 1585 | 1864 | 0 |
| Q Serve(g_s), s | 4.0 | 0.0 | 12.9 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.0 | 0.0 | 12.9 | 0.0 | 8.6 | 0.0 |
| Prop In Lane | 0.99 | 0.01 | | 1.00 | 0.01 | |
| Lane Grp Cap(c), veh/h | 486 | 0 | 892 | | 980 | 0 |
| V/C Ratio(X) | 0.44 | 0.00 | 0.80 | | 0.56 | 0.00 |
| Avail Cap(c_a), veh/h | 535 | 0 | 1311 | | 1393 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 12.0 | 0.0 | 8.8 | 0.0 | 7.7 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 2.2 | 0.0 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.0 | 3.9 | 0.0 | 2.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 12.7 | 0.0 | 11.1 | 0.0 | 8.2 | 0.0 |
| LnGrp LOS | B | A | B | | A | A |
| Approach Vol, veh/h | 216 | | 713 | A | | 546 |
| Approach Delay, s/veh | 12.7 | | 11.1 | | | 8.2 |
| Approach LOS | B | | B | | | A |

| Timer - Assigned Phs | | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 24.0 | | | 24.0 | 15.9 |
| Change Period (Y+Rc), s | | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | | 28.0 | | | 28.0 | 12.0 |
| Max Q Clear Time (g_c+I1), s | | 14.9 | | | 10.6 | 6.0 |
| Green Ext Time (p_c), s | | 4.2 | | | 3.4 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 10.3 |
| HCM 6th LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

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

| Movement | EBL | EBR | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 3 | 0 | 707 | 722 | 163 |
| Future Vol, veh/h | 5 | 3 | 0 | 707 | 722 | 163 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 5 | 3 | 0 | 752 | 768 | 173 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1231 | 855 | 941 | 0 | - | 0 |
| Stage 1 | 855 | - | - | - | - | - |
| Stage 2 | 376 | - | - | - | - | - |
| Critical Hdwy | 6.675 | 6.275 | 4.175 | - | - | - |
| Critical Hdwy Stg 1 | 5.475 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.875 | - | - | - | - | - |
| Follow-up Hdwy | 3.5475 | 3.3475 | 2.2475 | - | - | - |
| Pot Cap-1 Maneuver | 179 | 351 | 711 | - | - | - |
| Stage 1 | 409 | - | - | - | - | - |
| Stage 2 | 657 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 179 | 351 | 711 | - | - | - |
| Mov Cap-2 Maneuver | 179 | - | - | - | - | - |
| Stage 1 | 409 | - | - | - | - | - |
| Stage 2 | 657 | - | - | - | - | - |

| Approach | EB | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 22.1 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NEL | NET | EBLn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 711 | - | 219 | - | - |
| HCM Lane V/C Ratio | - | - | 0.039 | - | - |
| HCM Control Delay (s) | 0 | - | 22.1 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

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

| Movement | EBL | EBR | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 2 | 898 | 595 | 99 |
| Future Vol, veh/h | 1 | 0 | 2 | 898 | 595 | 99 |
| 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 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 2 | 935 | 620 | 103 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1144 | 672 | 723 | 0 | - | 0 |
| Stage 1 | 672 | - | - | - | - | - |
| Stage 2 | 472 | - | - | - | - | - |
| Critical Hdwy | 6.63 | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.83 | - | - | - | - | - |
| Follow-up Hdwy | 3.519 | 3.319 | 2.219 | - | - | - |
| Pot Cap-1 Maneuver | 207 | 455 | 877 | - | - | - |
| Stage 1 | 506 | - | - | - | - | - |
| Stage 2 | 595 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 206 | 455 | 877 | - | - | - |
| Mov Cap-2 Maneuver | 206 | - | - | - | - | - |
| Stage 1 | 503 | - | - | - | - | - |
| Stage 2 | 595 | - | - | - | - | - |

| Approach | EB | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 22.6 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NEL | NET | EBLn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 877 | - | 206 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.005 | - | - |
| HCM Control Delay (s) | 9.1 | 0 | 22.6 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

# SR 234 & CR 500 W

## TRAFFIC VOLUME COUNTS
## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↰ | | | ↰ | |
| Traffic Vol, veh/h | 1 | 247 | 5 | 19 | 230 | 26 | 11 | 22 | 72 | 55 | 58 | 2 |
| Future Vol, veh/h | 1 | 247 | 5 | 19 | 230 | 26 | 11 | 22 | 72 | 55 | 58 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 305 | 6 | 23 | 284 | 32 | 14 | 27 | 89 | 68 | 72 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 316 | 0 | 0 | 311 | 0 | 0 | 693 | 672 | 308 | 714 | 659 | 300 |
| Stage 1 | - | - | - | - | - | - | 310 | 310 | - | 346 | 346 | - |
| Stage 2 | - | - | - | - | - | - | 383 | 362 | - | 368 | 313 | - |
| 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 | 1244 | - | - | 1249 | - | - | 358 | 377 | 732 | 346 | 384 | 740 |
| Stage 1 | - | - | - | - | - | - | 700 | 659 | - | 670 | 635 | - |
| Stage 2 | - | - | - | - | - | - | 640 | 625 | - | 652 | 657 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1244 | - | - | 1249 | - | - | 299 | 368 | 732 | 282 | 375 | 740 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 299 | 368 | - | 282 | 375 | - |
| Stage 1 | - | - | - | - | - | - | 699 | 658 | - | 669 | 621 | - |
| Stage 2 | - | - | - | - | - | - | 552 | 611 | - | 549 | 656 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.5 | 13.8 | 24.3 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 539 | 1244 | - | - | 1249 | - | - | 326 |
| HCM Lane V/C Ratio | 0.241 | 0.001 | - | - | 0.019 | - | - | 0.436 |
| HCM Control Delay (s) | 13.8 | 7.9 | 0 | - | 7.9 | 0 | - | 24.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.9 | 0 | - | - | 0.1 | - | - | 2.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↰ | | | ↰ | |
| Traffic Vol, veh/h | 5 | 173 | 7 | 14 | 164 | 22 | 3 | 72 | 14 | 24 | 32 | 1 |
| Future Vol, veh/h | 5 | 173 | 7 | 14 | 164 | 22 | 3 | 72 | 14 | 24 | 32 | 1 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 194 | 8 | 16 | 184 | 25 | 3 | 81 | 16 | 27 | 36 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 209 | 0 | 0 | 202 | 0 | 0 | 457 | 451 | 198 | 488 | 443 | 197 |
| Stage 1 | - | - | - | - | - | - | 210 | 210 | - | 229 | 229 | - |
| Stage 2 | - | - | - | - | - | - | 247 | 241 | - | 259 | 214 | - |
| 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 | 1362 | - | - | 1370 | - | - | 514 | 504 | 843 | 490 | 509 | 844 |
| Stage 1 | - | - | - | - | - | - | 792 | 728 | - | 774 | 715 | - |
| Stage 2 | - | - | - | - | - | - | 757 | 706 | - | 746 | 725 | - |
| Platoon blocked, % | | | - | | | - | | | | | | |
| Mov Cap-1 Maneuver | 1362 | - | - | 1370 | - | - | 479 | 495 | 843 | 415 | 500 | 844 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 479 | 495 | - | 415 | 500 | - |
| Stage 1 | - | - | - | - | - | - | 788 | 724 | - | 770 | 706 | - |
| Stage 2 | - | - | - | - | - | - | 708 | 697 | - | 647 | 721 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.5 | 13.4 | 14 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 529 | 1362 | - | - | 1370 | - | - | 463 |
| HCM Lane V/C Ratio | 0.189 | 0.004 | - | - | 0.011 | - | - | 0.138 |
| HCM Control Delay (s) | 13.4 | 7.7 | 0 | - | 7.7 | 0 | - | 14 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.7 | 0 | - | - | 0 | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 22.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 305 | 7 | 39 | 285 | 29 | 15 | 64 | 132 | 61 | 77 | 12 |
| Future Vol, veh/h | 10 | 305 | 7 | 39 | 285 | 29 | 15 | 64 | 132 | 61 | 77 | 12 |
| 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 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 377 | 9 | 48 | 352 | 36 | 19 | 79 | 163 | 75 | 95 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 388 | 0 | 0 | 386 | 0 | 0 | 927 | 890 | 382 | 993 | 876 | 370 |
| Stage 1 | - | - | - | - | - | - | 406 | 406 | - | 466 | 466 | - |
| Stage 2 | - | - | - | - | - | - | 521 | 484 | - | 527 | 410 | - |
| 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 | 1170 | - | - | 1172 | - | - | 249 | 282 | 665 | 224 | 287 | 676 |
| Stage 1 | - | - | - | - | - | - | 622 | 598 | - | 577 | 562 | - |
| Stage 2 | - | - | - | - | - | - | 539 | 552 | - | 535 | 595 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1170 | - | - | 1172 | - | - | 169 | 264 | 665 | 124 | 269 | 676 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 169 | 264 | - | 124 | 269 | - |
| Stage 1 | - | - | - | - | - | - | 614 | 590 | - | 569 | 533 | - |
| Stage 2 | - | - | - | - | - | - | 411 | 523 | - | 345 | 587 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.9 | 29.6 | 113 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 398 | 1170 | - | - | 1172 | - | - | 188 |
| HCM Lane V/C Ratio | 0.655 | 0.011 | - | - | 0.041 | - | - | 0.985 |
| HCM Control Delay (s) | 29.6 | 8.1 | 0 | - | 8.2 | 0 | - | 113 |
| HCM Lane LOS | D | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 4.5 | 0 | - | - | 0.1 | - | - | 8.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 226 | 11 | 73 | 224 | 24 | 6 | 106 | 50 | 26 | 76 | 13 |
| Future Vol, veh/h | 13 | 226 | 11 | 73 | 224 | 24 | 6 | 106 | 50 | 26 | 76 | 13 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 254 | 12 | 82 | 252 | 27 | 7 | 119 | 56 | 29 | 85 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 279 | 0 | 0 | 266 | 0 | 0 | 770 | 733 | 260 | 808 | 726 | 266 |
| Stage 1 | - | - | - | - | - | - | 290 | 290 | - | 430 | 430 | - |
| Stage 2 | - | - | - | - | - | - | 480 | 443 | - | 378 | 296 | - |
| 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 | 1284 | - | - | 1298 | - | - | 318 | 348 | 779 | 299 | 351 | 773 |
| Stage 1 | - | - | - | - | - | - | 718 | 672 | - | 603 | 583 | - |
| Stage 2 | - | - | - | - | - | - | 567 | 576 | - | 644 | 668 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1284 | - | - | 1298 | - | - | 232 | 317 | 779 | 184 | 320 | 773 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 232 | 317 | - | 184 | 320 | - |
| Stage 1 | - | - | - | - | - | - | 708 | 663 | - | 595 | 539 | - |
| Stage 2 | - | - | - | - | - | - | 433 | 533 | - | 483 | 659 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 1.8 | 22.7 | 26.9 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 382 | 1284 | - | - | 1298 | - | - | 291 |
| HCM Lane V/C Ratio | 0.476 | 0.011 | - | - | 0.063 | - | - | 0.444 |
| HCM Control Delay (s) | 22.7 | 7.8 | 0 | - | 8 | 0 | - | 26.9 |
| HCM Lane LOS | C | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 2.5 | 0 | - | - | 0.2 | - | - | 2.2 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 6.9 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 398 | 436 | 261 | 185 |
| Demand Flow Rate, veh/h | 406 | 445 | 266 | 188 |
| Vehicles Circulating, veh/h | 222 | 112 | 473 | 427 |
| Vehicles Exiting, veh/h | 393 | 627 | 155 | 130 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 7.1 | 6.5 | 7.8 | 6.2 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 406 | 445 | 266 | 188 |
| Cap Entry Lane, veh/h | 1100 | 1231 | 852 | 893 |
| Entry HV Adj Factor | 0.981 | 0.980 | 0.983 | 0.985 |
| Flow Entry, veh/h | 398 | 436 | 261 | 185 |
| Cap Entry, veh/h | 1080 | 1206 | 837 | 879 |
| V/C Ratio | 0.369 | 0.362 | 0.312 | 0.211 |
| Control Delay, s/veh | 7.1 | 6.5 | 7.8 | 6.2 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 2 | 2 | 1 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 5.6 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 281 | 361 | 182 | 129 |
| Demand Flow Rate, veh/h | 286 | 369 | 185 | 132 |
| Vehicles Circulating, veh/h | 201 | 143 | 304 | 348 |
| Vehicles Exiting, veh/h | 279 | 346 | 183 | 164 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 5.6 | 6.0 | 5.3 | 5.1 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 286 | 369 | 185 | 132 |
| Cap Entry Lane, veh/h | 1124 | 1193 | 1012 | 968 |
| Entry HV Adj Factor | 0.982 | 0.978 | 0.982 | 0.980 |
| Flow Entry, veh/h | 281 | 361 | 182 | 129 |
| Cap Entry, veh/h | 1104 | 1167 | 994 | 948 |
| V/C Ratio | 0.254 | 0.309 | 0.183 | 0.136 |
| Control Delay, s/veh | 5.6 | 6.0 | 5.3 | 5.1 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 1 | 1 | 1 | 0 |

# CR 750 N & CR 500 W

## TRAFFIC VOLUME COUNTS
## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 5 | 14 | 79 | 68 | 10 |
| Future Vol, veh/h | 29 | 5 | 14 | 79 | 68 | 10 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 34 | 6 | 16 | 93 | 80 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 211 | 86 | 92 | 0 | - | 0 |
| Stage 1 | 86 | - | - | - | - | - |
| Stage 2 | 125 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 775 | 970 | 1496 | - | - | - |
| Stage 1 | 935 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 766 | 970 | 1496 | - | - | - |
| Mov Cap-2 Maneuver | 766 | - | - | - | - | - |
| Stage 1 | 925 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 1.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1496 | - | 790 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.051 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 15 | 2 | 81 | 41 | 5 |
| Future Vol, veh/h | 9 | 15 | 2 | 81 | 41 | 5 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 18 | 2 | 95 | 48 | 6 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 150 | 51 | 54 | 0 | - | 0 |
| Stage 1 | 51 | - | - | - | - | - |
| Stage 2 | 99 | - | - | - | - | - |
| 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 | 847 | 1023 | 1564 | - | - | - |
| Stage 1 | 977 | - | - | - | - | - |
| Stage 2 | 930 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 846 | 1023 | 1564 | - | - | - |
| Mov Cap-2 Maneuver | 846 | - | - | - | - | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 930 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1564 | - | 949 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.03 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 77 | 27 | 36 | 112 | 87 | 34 |
| Future Vol, veh/h | 77 | 27 | 36 | 112 | 87 | 34 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 91 | 32 | 42 | 132 | 102 | 40 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 338 | 122 | 142 | 0 | - | 0 |
| Stage 1 | 122 | - | - | - | - | - |
| Stage 2 | 216 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 656 | 926 | 1435 | - | - | - |
| Stage 1 | 901 | - | - | - | - | - |
| Stage 2 | 818 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 635 | 926 | 1435 | - | - | - |
| Mov Cap-2 Maneuver | 635 | - | - | - | - | - |
| Stage 1 | 872 | - | - | - | - | - |
| Stage 2 | 818 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.3 | 1.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1435 | - | 691 | - | - |
| HCM Lane V/C Ratio | 0.03 | - | 0.177 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 11.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 49 | 37 | 34 | 111 | 72 | 60 |
| Future Vol, veh/h | 49 | 37 | 34 | 111 | 72 | 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 58 | 44 | 40 | 131 | 85 | 71 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 332 | 121 | 156 | 0 | - | 0 |
| Stage 1 | 121 | - | - | - | - | - |
| Stage 2 | 211 | - | - | - | - | - |
| 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 | 667 | 936 | 1436 | - | - | - |
| Stage 1 | 909 | - | - | - | - | - |
| Stage 2 | 829 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 647 | 936 | 1436 | - | - | - |
| Mov Cap-2 Maneuver | 647 | - | - | - | - | - |
| Stage 1 | 882 | - | - | - | - | - |
| Stage 2 | 829 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.6 | 1.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1436 | - | 746 | - | - |
| HCM Lane V/C Ratio | 0.028 | - | 0.136 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 10.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.5 | - | - |

# CR 700 N & CR 500 W

## TRAFFIC VOLUME COUNTS
## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 8 | 0 | 1 | 13 | 9 | 2 | 81 | 2 | 3 | 69 | 9 |
| Future Vol, veh/h | 3 | 8 | 0 | 1 | 13 | 9 | 2 | 81 | 2 | 3 | 69 | 9 |
| 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 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 3 | 9 | 0 | 1 | 15 | 10 | 2 | 92 | 2 | 3 | 78 | 10 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 199 | 187 | 83 | 191 | 191 | 93 | 88 | 0 | 0 | 94 | 0 | 0 |
| Stage 1 | 89 | 89 | - | 97 | 97 | - | - | - | - | - | - | - |
| Stage 2 | 110 | 98 | - | 94 | 94 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 755 | 704 | 971 | 764 | 700 | 959 | 1495 | - | - | 1488 | - | - |
| Stage 1 | 914 | 817 | - | 905 | 811 | - | - | - | - | - | - | - |
| Stage 2 | 890 | 810 | - | 908 | 813 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 733 | 702 | 971 | 755 | 698 | 959 | 1495 | - | - | 1488 | - | - |
| Mov Cap-2 Maneuver | 733 | 702 | - | 755 | 698 | - | - | - | - | - | - | - |
| Stage 1 | 913 | 815 | - | 904 | 810 | - | - | - | - | - | - | - |
| Stage 2 | 864 | 809 | - | 896 | 811 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.2 | 9.8 | 0.2 | 0.3 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1495 | - | - | 710 | 784 | 1488 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.018 | 0.033 | 0.002 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10.2 | 9.8 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 3 | 11 | 5 | 2 | 6 | 2 | 1 | 89 | 3 | 4 | 38 | 5 |
| Future Vol, veh/h | 3 | 11 | 5 | 2 | 6 | 2 | 1 | 89 | 3 | 4 | 38 | 5 |
| 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 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 12 | 6 | 2 | 7 | 2 | 1 | 99 | 3 | 4 | 42 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 160 | 157 | 45 | 165 | 159 | 101 | 48 | 0 | 0 | 102 | 0 | 0 |
| Stage 1 | 53 | 53 | - | 103 | 103 | - | - | - | - | - | - | - |
| Stage 2 | 107 | 104 | - | 62 | 56 | - | - | - | - | - | - | - |
| 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 | 810 | 739 | 1031 | 804 | 737 | 960 | 1572 | - | - | 1503 | - | - |
| Stage 1 | 965 | 855 | - | 908 | 814 | - | - | - | - | - | - | - |
| Stage 2 | 903 | 813 | - | 954 | 852 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 800 | 736 | 1031 | 787 | 734 | 960 | 1572 | - | - | 1503 | - | - |
| Mov Cap-2 Maneuver | 800 | 736 | - | 787 | 734 | - | - | - | - | - | - | - |
| Stage 1 | 964 | 852 | - | 907 | 813 | - | - | - | - | - | - | - |
| Stage 2 | 893 | 812 | - | 932 | 849 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.6 | 9.7 | 0.1 | 0.6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1572 | - | - | 807 | 781 | 1503 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.026 | 0.014 | 0.003 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.6 | 9.7 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 23 | 13 | 13 | 1 | 16 | 23 | 8 | 102 | 2 | 10 | 95 | 17 |
| Future Vol, veh/h | 23 | 13 | 13 | 1 | 16 | 23 | 8 | 102 | 2 | 10 | 95 | 17 |
| 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 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 26 | 15 | 15 | 1 | 18 | 26 | 9 | 116 | 2 | 11 | 108 | 19 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 297 | 276 | 118 | 290 | 284 | 117 | 127 | 0 | 0 | 118 | 0 | 0 |
| Stage 1 | 140 | 140 | - | 135 | 135 | - | - | - | - | - | - | - |
| Stage 2 | 157 | 136 | - | 155 | 149 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.14 | 5.54 | - | 6.14 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 651 | 628 | 928 | 658 | 622 | 930 | 1447 | - | - | 1458 | - | - |
| Stage 1 | 858 | 777 | - | 864 | 781 | - | - | - | - | - | - | - |
| Stage 2 | 841 | 780 | - | 843 | 770 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 611 | 619 | 928 | 628 | 613 | 930 | 1447 | - | - | 1458 | - | - |
| Mov Cap-2 Maneuver | 611 | 619 | - | 628 | 613 | - | - | - | - | - | - | - |
| Stage 1 | 852 | 771 | - | 858 | 776 | - | - | - | - | - | - | - |
| Stage 2 | 793 | 775 | - | 807 | 764 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.8 | 10 | 0.5 | 0.6 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1447 | - | - | 674 | 763 | 1458 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.083 | 0.06 | 0.008 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 10.8 | 10 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.2 | 0 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 16 | 15 | 16 | 2 | 13 | 22 | 17 | 119 | 3 | 14 | 57 | 28 |
| Future Vol, veh/h | 16 | 15 | 16 | 2 | 13 | 22 | 17 | 119 | 3 | 14 | 57 | 28 |
| 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 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 18 | 17 | 18 | 2 | 14 | 24 | 19 | 132 | 3 | 16 | 63 | 31 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 302 | 284 | 79 | 300 | 298 | 134 | 94 | 0 | 0 | 135 | 0 | 0 |
| Stage 1 | 111 | 111 | - | 172 | 172 | - | - | - | - | - | - | - |
| Stage 2 | 191 | 173 | - | 128 | 126 | - | - | - | - | - | - | - |
| 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 | 654 | 628 | 987 | 656 | 617 | 920 | 1513 | - | - | 1462 | - | - |
| Stage 1 | 899 | 807 | - | 835 | 760 | - | - | - | - | - | - | - |
| Stage 2 | 815 | 760 | - | 881 | 796 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 613 | 612 | 987 | 619 | 601 | 920 | 1513 | - | - | 1462 | - | - |
| Mov Cap-2 Maneuver | 613 | 612 | - | 619 | 601 | - | - | - | - | - | - | - |
| Stage 1 | 886 | 797 | - | 823 | 749 | - | - | - | - | - | - | - |
| Stage 2 | 767 | 749 | - | 837 | 786 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.5 | 10 | 0.9 | 1.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1513 | - | - | 703 | 759 | 1462 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | - | 0.074 | 0.054 | 0.011 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10.5 | 10 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0 | - | - |

# MT. COMFORT ROAD & PROPOSED BROADVIEW FARMS NORTH ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 60 | 0 | 20 | 0 | 0 | 0 | 6 | 642 | 0 | 0 | 632 | 19 |
| Future Vol, veh/h | 60 | 0 | 20 | 0 | 0 | 0 | 6 | 642 | 0 | 0 | 632 | 19 |
| 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 | 0 | - | - | - | - | - | 100 | - | 405 | 135 | - | 100 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 0 | 22 | 0 | 0 | 0 | 7 | 698 | 0 | 0 | 687 | 21 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1399 | 1399 | 687 | 1421 | 1420 | 698 | 708 | 0 | 0 | 698 | 0 | 0 |
| Stage 1 | 687 | 687 | - | 712 | 712 | - | - | - | - | - | - | - |
| Stage 2 | 712 | 712 | - | 709 | 708 | - | - | - | - | - | - | - |
| 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 | 118 | 141 | 447 | 114 | 136 | 440 | 891 | - | - | 898 | - | - |
| Stage 1 | 437 | 447 | - | 423 | 436 | - | - | - | - | - | - | - |
| Stage 2 | 423 | 436 | - | 425 | 438 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 117 | 140 | 447 | 108 | 135 | 440 | 891 | - | - | 898 | - | - |
| Mov Cap-2 Maneuver | 117 | 140 | - | 108 | 135 | - | - | - | - | - | - | - |
| Stage 1 | 434 | 447 | - | 420 | 433 | - | - | - | - | - | - | - |
| Stage 2 | 420 | 433 | - | 404 | 438 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 55.1 | 0 | 0.1 | 0 |
| HCM LOS | F | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 891 | - | - | 117 | 447 | - | 898 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.557 | 0.049 | - | - | - | - |
| HCM Control Delay (s) | 9.1 | - | - | 69 | 13.5 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | F | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 2.7 | 0.2 | - | 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 | 40 | 0 | 12 | 0 | 0 | 0 | 19 | 580 | 0 | 0 | 605 | 70 |
| Future Vol, veh/h | 40 | 0 | 12 | 0 | 0 | 0 | 19 | 580 | 0 | 0 | 605 | 70 |
| 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 | 0 | - | - | - | - | - | 100 | - | 405 | 135 | - | 100 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 0 | 13 | 0 | 0 | 0 | 21 | 630 | 0 | 0 | 658 | 76 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1330 | 1330 | 658 | 1375 | 1406 | 630 | 734 | 0 | 0 | 630 | 0 | 0 |
| Stage 1 | 658 | 658 | - | 672 | 672 | - | - | - | - | - | - | - |
| Stage 2 | 672 | 672 | - | 703 | 734 | - | - | - | - | - | - | - |
| 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 | 132 | 155 | 464 | 123 | 139 | 482 | 871 | - | - | 952 | - | - |
| Stage 1 | 453 | 461 | - | 445 | 454 | - | - | - | - | - | - | - |
| Stage 2 | 445 | 454 | - | 428 | 426 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 130 | 151 | 464 | 117 | 136 | 482 | 871 | - | - | 952 | - | - |
| Mov Cap-2 Maneuver | 130 | 151 | - | 117 | 136 | - | - | - | - | - | - | - |
| Stage 1 | 442 | 461 | - | 434 | 443 | - | - | - | - | - | - | - |
| Stage 2 | 434 | 443 | - | 416 | 426 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 38.4 | 0 | 0.3 | 0 |
| HCM LOS | E | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 871 | - | - | 130 | 464 | - | 952 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | - | 0.334 | 0.028 | - | - | - | - |
| HCM Control Delay (s) | 9.2 | - | - | 46 | 13 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | E | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.3 | 0.1 | - | 0 | - | - |

# CR 750 N & MCCORD STREET/PROPOSED BROADVIEW FARMS ACCESS

## CAPACITY ANALYSIS

| 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 | 0 | 182 | 5 | 11 | 249 | 0 | 17 | 0 | 29 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 182 | 5 | 11 | 249 | 0 | 17 | 0 | 29 | 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 | - | - | - | - | - | - | 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 | 0 | 198 | 5 | 12 | 271 | 0 | 18 | 0 | 32 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 271 | 0 | 0 | 203 | 0 | 0 | 496 | 496 | 201 | 512 | 498 | 271 |
| Stage 1 | - | - | - | - | - | - | 201 | 201 | - | 295 | 295 | - |
| Stage 2 | - | - | - | - | - | - | 295 | 295 | - | 217 | 203 | - |
| 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 | 1292 | - | - | 1369 | - | - | 484 | 475 | 840 | 472 | 474 | 768 |
| Stage 1 | - | - | - | - | - | - | 801 | 735 | - | 713 | 669 | - |
| Stage 2 | - | - | - | - | - | - | 713 | 669 | - | 785 | 733 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1292 | - | - | 1369 | - | - | 480 | 470 | 840 | 451 | 469 | 768 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 480 | 470 | - | 451 | 469 | - |
| Stage 1 | - | - | - | - | - | - | 801 | 735 | - | 713 | 662 | - |
| Stage 2 | - | - | - | - | - | - | 706 | 662 | - | 756 | 733 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 10.7 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 480 | 840 | 1292 | - | - | 1369 | - | - | - |
| HCM Lane V/C Ratio | 0.038 | 0.038 | - | - | - | 0.009 | - | - | - |
| HCM Control Delay (s) | 12.8 | 9.5 | 0 | - | - | 7.7 | 0 | - | 0 |
| HCM Lane LOS | B | A | A | - | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | 0 | - | - | 0 | - | - | - |

| 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 | 0 | 245 | 16 | 29 | 169 | 0 | 11 | 2 | 16 | 0 | 3 | 0 |
| Future Vol, veh/h | 0 | 245 | 16 | 29 | 169 | 0 | 11 | 2 | 16 | 0 | 3 | 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 | - | - | - | - | - | - | 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 | 0 | 266 | 17 | 32 | 184 | 0 | 12 | 2 | 17 | 0 | 3 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 184 | 0 | 0 | 283 | 0 | 0 | 525 | 523 | 275 | 532 | 531 | 184 |
| Stage 1 | - | - | - | - | - | - | 275 | 275 | - | 248 | 248 | - |
| Stage 2 | - | - | - | - | - | - | 250 | 248 | - | 284 | 283 | - |
| 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 | 1391 | - | - | 1279 | - | - | 463 | 459 | 764 | 458 | 454 | 858 |
| Stage 1 | - | - | - | - | - | - | 731 | 683 | - | 756 | 701 | - |
| Stage 2 | - | - | - | - | - | - | 754 | 701 | - | 723 | 677 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1391 | - | - | 1279 | - | - | 450 | 446 | 764 | 436 | 441 | 858 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 450 | 446 | - | 436 | 441 | - |
| Stage 1 | - | - | - | - | - | - | 731 | 683 | - | 756 | 681 | - |
| Stage 2 | - | - | - | - | - | - | 729 | 681 | - | 704 | 677 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 1.2 | 11.3 | 13.2 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 450 | 708 | 1391 | - | - | 1279 | - | - | 441 |
| HCM Lane V/C Ratio | 0.027 | 0.028 | - | - | - | 0.025 | - | - | 0.007 |
| HCM Control Delay (s) | 13.2 | 10.2 | 0 | - | - | 7.9 | 0 | - | 13.2 |
| HCM Lane LOS | B | B | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | 0 | - | - | 0.1 | - | - | 0 |

# CR 750 N & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE/PROPOSED COLONNADE EAST ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 102 | 3 | 2 | 162 | 5 | 9 | 7 | 6 | 3 | 3 | 31 |
| Future Vol, veh/h | 15 | 102 | 3 | 2 | 162 | 5 | 9 | 7 | 6 | 3 | 3 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 100 | - | - | 100 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 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 | 16 | 111 | 3 | 2 | 176 | 5 | 10 | 8 | 7 | 3 | 3 | 34 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 181 | 0 | 0 | 114 | 0 | 0 | 346 | 330 | 113 | 335 | 329 | 179 |
| Stage 1 | - | - | - | - | - | - | 145 | 145 | - | 183 | 183 | - |
| Stage 2 | - | - | - | - | - | - | 201 | 185 | - | 152 | 146 | - |
| 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 | 1394 | - | - | 1475 | - | - | 608 | 589 | 940 | 619 | 590 | 864 |
| Stage 1 | - | - | - | - | - | - | 858 | 777 | - | 819 | 748 | - |
| Stage 2 | - | - | - | - | - | - | 801 | 747 | - | 850 | 776 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1394 | - | - | 1475 | - | - | 576 | 581 | 940 | 602 | 582 | 864 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 576 | 581 | - | 602 | 582 | - |
| Stage 1 | - | - | - | - | - | - | 848 | 768 | - | 809 | 747 | - |
| Stage 2 | - | - | - | - | - | - | 765 | 746 | - | 826 | 767 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1 | 0.1 | 10.7 | 9.6 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 576 | 705 | 1394 | - | - | 1475 | - | - | 602 | 829 |
| HCM Lane V/C Ratio | 0.017 | 0.02 | 0.012 | - | - | 0.001 | - | - | 0.005 | 0.045 |
| HCM Control Delay (s) | 11.4 | 10.2 | 7.6 | 0 | - | 7.4 | 0 | - | 11 | 9.5 |
| HCM Lane LOS | B | B | A | A | - | A | A | - | B | A |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | 0 | - | - | 0 | - | - | 0 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 35 | 178 | 10 | 8 | 114 | 5 | 6 | 5 | 4 | 3 | 8 | 26 |
| Future Vol, veh/h | 35 | 178 | 10 | 8 | 114 | 5 | 6 | 5 | 4 | 3 | 8 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 100 | - | - | 100 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 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 | 38 | 193 | 11 | 9 | 124 | 5 | 7 | 5 | 4 | 3 | 9 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 129 | 0 | 0 | 204 | 0 | 0 | 438 | 422 | 199 | 424 | 425 | 127 |
| Stage 1 | - | - | - | - | - | - | 275 | 275 | - | 145 | 145 | - |
| Stage 2 | - | - | - | - | - | - | 163 | 147 | - | 279 | 280 | - |
| 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 | 1457 | - | - | 1368 | - | - | 529 | 523 | 842 | 540 | 521 | 923 |
| Stage 1 | - | - | - | - | - | - | 731 | 683 | - | 858 | 777 | - |
| Stage 2 | - | - | - | - | - | - | 839 | 775 | - | 728 | 679 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1457 | - | - | 1368 | - | - | 492 | 504 | 842 | 518 | 502 | 923 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 492 | 504 | - | 518 | 502 | - |
| Stage 1 | - | - | - | - | - | - | 710 | 663 | - | 833 | 772 | - |
| Stage 2 | - | - | - | - | - | - | 799 | 770 | - | 697 | 659 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.2 | 0.5 | 11.6 | 10.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 492 | 613 | 1457 | - | - | 1368 | - | - | 518 | 771 |
| HCM Lane V/C Ratio | 0.013 | 0.016 | 0.026 | - | - | 0.006 | - | - | 0.006 | 0.048 |
| HCM Control Delay (s) | 12.4 | 11 | 7.5 | 0 | - | 7.6 | 0 | - | 12 | 9.9 |
| HCM Lane LOS | B | B | A | A | - | A | A | - | B | A |
| HCM 95th %tile Q(veh) | 0 | 0 | 0.1 | - | - | 0 | - | - | 0 | 0.2 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 3.7 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 130 | 183 | 25 | 40 |
| Demand Flow Rate, veh/h | 132 | 187 | 25 | 41 |
| Vehicles Circulating, veh/h | 8 | 34 | 132 | 192 |
| Vehicles Exiting, veh/h | 225 | 123 | 8 | 29 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 3.4 | 3.9 | 3.2 | 3.6 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 132 | 187 | 25 | 41 |
| Cap Entry Lane, veh/h | 1369 | 1333 | 1206 | 1134 |
| Entry HV Adj Factor | 0.983 | 0.981 | 0.994 | 0.974 |
| Flow Entry, veh/h | 130 | 183 | 25 | 40 |
| Cap Entry, veh/h | 1346 | 1308 | 1198 | 1105 |
| V/C Ratio | 0.096 | 0.140 | 0.021 | 0.036 |
| Control Delay, s/veh | 3.4 | 3.9 | 3.2 | 3.6 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | 0 | 0 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 4.0 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 242 | 138 | 16 | 40 |
| Demand Flow Rate, veh/h | 247 | 140 | 16 | 41 |
| Vehicles Circulating, veh/h | 21 | 51 | 239 | 142 |
| Vehicles Exiting, veh/h | 162 | 204 | 29 | 49 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 4.2 | 3.7 | 3.5 | 3.4 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 247 | 140 | 16 | 41 |
| Cap Entry Lane, veh/h | 1351 | 1310 | 1081 | 1194 |
| Entry HV Adj Factor | 0.980 | 0.982 | 0.994 | 0.971 |
| Flow Entry, veh/h | 242 | 138 | 16 | 40 |
| Cap Entry, veh/h | 1324 | 1287 | 1075 | 1160 |
| V/C Ratio | 0.183 | 0.107 | 0.015 | 0.034 |
| Control Delay, s/veh | 4.2 | 3.7 | 3.5 | 3.4 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 1 | 0 | 0 | 0 |

# CR 750 N & PROPOSED MCCORD SQUARE WEST ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 39 | 119 | 245 | 14 | 9 | 34 |
| Future Vol, veh/h | 39 | 119 | 245 | 14 | 9 | 34 |
| 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 | 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 | 42 | 129 | 266 | 15 | 10 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 281 | 0 | - | 0 | 487 | 274 |
| Stage 1 | - | - | - | - | 274 | - |
| Stage 2 | - | - | - | - | 213 | - |
| 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 | 1282 | - | - | - | 540 | 765 |
| Stage 1 | - | - | - | - | 772 | - |
| Stage 2 | - | - | - | - | 823 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1282 | - | - | - | 521 | 765 |
| Mov Cap-2 Maneuver | - | - | - | - | 521 | - |
| Stage 1 | - | - | - | - | 745 | - |
| Stage 2 | - | - | - | - | 823 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 2 | 0 | 10.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1282 | - | - | - | 521 | 765 |
| HCM Lane V/C Ratio | 0.033 | - | - | - | 0.019 | 0.048 |
| HCM Control Delay (s) | 7.9 | 0 | - | - | 12 | 9.9 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 | 0.2 |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 246 | 161 | 16 | 16 | 56 |
| Future Vol, veh/h | 47 | 246 | 161 | 16 | 16 | 56 |
| 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 | 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 | 267 | 175 | 17 | 17 | 61 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 192 | 0 | - | 0 | 553 | 184 |
| Stage 1 | - | - | - | - | 184 | - |
| Stage 2 | - | - | - | - | 369 | - |
| 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 | 1381 | - | - | - | 494 | 858 |
| Stage 1 | - | - | - | - | 848 | - |
| Stage 2 | - | - | - | - | 699 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1381 | - | - | - | 473 | 858 |
| Mov Cap-2 Maneuver | - | - | - | - | 473 | - |
| Stage 1 | - | - | - | - | 812 | - |
| Stage 2 | - | - | - | - | 699 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.2 | 0 | 10.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1381 | - | - | - | 473 | 858 |
| HCM Lane V/C Ratio | 0.037 | - | - | - | 0.037 | 0.071 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 12.9 | 9.5 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 | 0.2 |

# CR 750 N & PROPOSED MCCORD SQUARE TOWNHOME ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 154 | 277 | 1 | 4 | 12 |
| Future Vol, veh/h | 4 | 154 | 277 | 1 | 4 | 12 |
| 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 | 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 | 167 | 301 | 1 | 4 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 302 | 0 | - | 0 | 477 | 302 |
| Stage 1 | - | - | - | - | 302 | - |
| Stage 2 | - | - | - | - | 175 | - |
| 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 | 1259 | - | - | - | 547 | 738 |
| Stage 1 | - | - | - | - | 750 | - |
| Stage 2 | - | - | - | - | 855 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1259 | - | - | - | 545 | 738 |
| Mov Cap-2 Maneuver | - | - | - | - | 545 | - |
| Stage 1 | - | - | - | - | 747 | - |
| Stage 2 | - | - | - | - | 855 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 10.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1259 | - | - | - | 545 | 738 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.008 | 0.018 |
| HCM Control Delay (s) | 7.9 | 0 | - | - | 11.7 | 10 |
| HCM Lane LOS | A | A | - | - | B | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | 0.1 |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 291 | 213 | 3 | 1 | 5 |
| Future Vol, veh/h | 8 | 291 | 213 | 3 | 1 | 5 |
| 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 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 316 | 232 | 3 | 1 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 235 | 0 | - | 0 | 568 | 234 |
| Stage 1 | - | - | - | - | 234 | - |
| Stage 2 | - | - | - | - | 334 | - |
| 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 | 1332 | - | - | - | 484 | 805 |
| Stage 1 | - | - | - | - | 805 | - |
| Stage 2 | - | - | - | - | 725 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1332 | - | - | - | 480 | 805 |
| Mov Cap-2 Maneuver | - | - | - | - | 480 | - |
| Stage 1 | - | - | - | - | 799 | - |
| Stage 2 | - | - | - | - | 725 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 10 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1332 | - | - | - | 480 | 805 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.002 | 0.007 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 12.5 | 9.5 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | 0 |

# BROADWAY & PROPOSED MCCORD SQUARE WEST ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 14 | 694 | 5 | 13 | 689 |
| Future Vol, veh/h | 6 | 14 | 694 | 5 | 13 | 689 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | 355 | - |
| 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 | 7 | 15 | 754 | 5 | 14 | 749 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1160 | 380 | 0 | 0 | 759 | 0 |
| Stage 1 | 757 | - | - | - | - | - |
| Stage 2 | 403 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 189 | 618 | - | - | 848 | - |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 644 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 184 | 618 | - | - | 848 | - |
| Mov Cap-2 Maneuver | 184 | - | - | - | - | - |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 626 | - | - | - | - | - |

| Approach | NW | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 15.3 | 0 | 0.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NET | NER | NWLn1 | NWLn2 | SWL | SWT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 184 | 618 | 848 | - |
| HCM Lane V/C Ratio | - | - | 0.035 | 0.025 | 0.017 | - |
| HCM Control Delay (s) | - | - | 25.3 | 11 | 9.3 | 0.1 |
| HCM Lane LOS | - | - | D | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 26 | 1183 | 18 | 19 | 724 |
| Future Vol, veh/h | 10 | 26 | 1183 | 18 | 19 | 724 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | 355 | - |
| 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 | 28 | 1286 | 20 | 21 | 787 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1732 | 653 | 0 | 0 | 1306 | 0 |
| Stage 1 | 1296 | - | - | - | - | - |
| Stage 2 | 436 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 79 | 410 | - | - | 526 | - |
| Stage 1 | 220 | - | - | - | - | - |
| Stage 2 | 619 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 73 | 410 | - | - | 526 | - |
| Mov Cap-2 Maneuver | 73 | - | - | - | - | - |
| Stage 1 | 220 | - | - | - | - | - |
| Stage 2 | 575 | - | - | - | - | - |

| Approach | NW | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 27.8 | 0 | 0.7 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NET | NER | NWLn1 | NWLn2 | SWL | SWT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 73 | 410 | 526 | - |
| HCM Lane V/C Ratio | - | - | 0.149 | 0.069 | 0.039 | - |
| HCM Control Delay (s) | - | - | 62.8 | 14.4 | 12.1 | 0.4 |
| HCM Lane LOS | - | - | F | B | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.2 | 0.1 | - |

# BROADWAY & PROPOSED MCCORD SQUARE EAST ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 64 | 47 | 626 | 82 | 46 | 639 |
| Future Vol, veh/h | 64 | 47 | 626 | 82 | 46 | 639 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | 100 | 100 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 70 | 51 | 680 | 89 | 50 | 695 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1475 | 340 | 0 | 0 | 769 | 0 |
| Stage 1 | 680 | - | - | - | - | - |
| Stage 2 | 795 | - | - | - | - | - |
| Critical Hdwy | 6.63 | 6.93 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.83 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.519 | 3.319 | - | - | 2.219 | - |
| Pot Cap-1 Maneuver | 128 | 657 | - | - | 843 | - |
| Stage 1 | 466 | - | - | - | - | - |
| Stage 2 | 444 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 120 | 657 | - | - | 843 | - |
| Mov Cap-2 Maneuver | 120 | - | - | - | - | - |
| Stage 1 | 466 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |

| Approach | NW | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 44.9 | 0 | 0.6 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NET | NER | NWLn1 | NWLn2 | SWL | SWT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 120 | 657 | 843 | - |
| HCM Lane V/C Ratio | - | - | 0.58 | 0.078 | 0.059 | - |
| HCM Control Delay (s) | - | - | 69.9 | 10.9 | 9.5 | - |
| HCM Lane LOS | - | - | F | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.9 | 0.3 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 41.6 |

| Movement | NWL | NWR | NET | NER | SWL | SWT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 104 | 89 | 1079 | 131 | 76 | 639 |
| Future Vol, veh/h | 104 | 89 | 1079 | 131 | 76 | 639 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | 100 | 100 | - |
| 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 | 113 | 97 | 1173 | 142 | 83 | 695 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2034 | 587 | 0 | 0 | 1315 | 0 |
| Stage 1 | 1173 | - | - | - | - | - |
| Stage 2 | 861 | - | - | - | - | - |
| Critical Hdwy | 6.63 | 6.93 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.83 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.519 | 3.319 | - | - | 2.219 | - |
| Pot Cap-1 Maneuver | ~ 56 | 454 | - | - | 524 | - |
| Stage 1 | 257 | - | - | - | - | - |
| Stage 2 | 413 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 47 | 454 | - | - | 524 | - |
| Mov Cap-2 Maneuver | ~ 47 | - | - | - | - | - |
| Stage 1 | 257 | - | - | - | - | - |
| Stage 2 | 348 | - | - | - | - | - |

| Approach | NW | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | $ 451.7 | 0 | 1.4 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NET | NER | NWLn1 | NWLn2 | SWL | SWT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 47 | 454 | 524 | - |
| HCM Lane V/C Ratio | - | - | 2.405 | 0.213 | 0.158 | - |
| HCM Control Delay (s) | - | - | $ 825.4 | 15.1 | 13.2 | - |
| HCM Lane LOS | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | - | - | 11.8 | 0.8 | 0.6 | - |

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

# SR 234 & PROPOSED MCCORD SQUARE ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 283 | 6 | 31 | 275 | 0 | 9 | 0 | 32 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 283 | 6 | 31 | 275 | 0 | 9 | 0 | 32 | 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 | - | - | - | 100 | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 308 | 7 | 34 | 299 | 0 | 10 | 0 | 35 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 299 | 0 | 0 | 315 | 0 | 0 | 679 | 679 | 312 | 696 | 682 | 299 |
| Stage 1 | - | - | - | - | - | - | 312 | 312 | - | 367 | 367 | - |
| Stage 2 | - | - | - | - | - | - | 367 | 367 | - | 329 | 315 | - |
| 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 | 1262 | - | - | 1245 | - | - | 366 | 374 | 728 | 356 | 372 | 741 |
| Stage 1 | - | - | - | - | - | - | 699 | 658 | - | 653 | 622 | - |
| Stage 2 | - | - | - | - | - | - | 653 | 622 | - | 684 | 656 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1262 | - | - | 1245 | - | - | 358 | 364 | 728 | 332 | 362 | 741 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 358 | 364 | - | 332 | 362 | - |
| Stage 1 | - | - | - | - | - | - | 699 | 658 | - | 653 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 635 | 605 | - | 651 | 656 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 11.3 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 358 | 728 | 1262 | - | - | 1245 | - | - | - |
| HCM Lane V/C Ratio | 0.027 | 0.048 | - | - | - | 0.027 | - | - | - |
| HCM Control Delay (s) | 15.3 | 10.2 | 0 | - | - | 8 | - | - | 0 |
| HCM Lane LOS | C | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | 0 | - | - | 0.1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 233 | 14 | 43 | 276 | 0 | 9 | 0 | 34 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 233 | 14 | 43 | 276 | 0 | 9 | 0 | 34 | 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 | - | - | - | 100 | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 253 | 15 | 47 | 300 | 0 | 10 | 0 | 37 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 300 | 0 | 0 | 268 | 0 | 0 | 655 | 655 | 261 | 673 | 662 | 300 |
| Stage 1 | - | - | - | - | - | - | 261 | 261 | - | 394 | 394 | - |
| Stage 2 | - | - | - | - | - | - | 394 | 394 | - | 279 | 268 | - |
| 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 | 1261 | - | - | 1296 | - | - | 379 | 386 | 778 | 369 | 382 | 740 |
| Stage 1 | - | - | - | - | - | - | 744 | 692 | - | 631 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 631 | 605 | - | 728 | 687 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1261 | - | - | 1296 | - | - | 368 | 372 | 778 | 342 | 368 | 740 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 368 | 372 | - | 342 | 368 | - |
| Stage 1 | - | - | - | - | - | - | 744 | 692 | - | 631 | 583 | - |
| Stage 2 | - | - | - | - | - | - | 608 | 583 | - | 693 | 687 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 1.1 | 11 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 368 | 778 | 1261 | - | - | 1296 | - | - | - |
| HCM Lane V/C Ratio | 0.027 | 0.048 | - | - | - | 0.036 | - | - | - |
| HCM Control Delay (s) | 15.1 | 9.9 | 0 | - | - | 7.9 | - | - | 0 |
| HCM Lane LOS | C | A | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | 0 | - | - | 0.1 | - | - | - |

# CR 700 N & PROPOSED COLONNADE ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 31 | 34 | 6 | 19 | 34 |
| Future Vol, veh/h | 18 | 31 | 34 | 6 | 19 | 34 |
| 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 | 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 | 20 | 34 | 37 | 7 | 21 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 44 | 0 | - | 0 | 115 | 41 |
| Stage 1 | - | - | - | - | 41 | - |
| Stage 2 | - | - | - | - | 74 | - |
| 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 | 1564 | - | - | - | 881 | 1030 |
| Stage 1 | - | - | - | - | 981 | - |
| Stage 2 | - | - | - | - | 949 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1564 | - | - | - | 870 | 1030 |
| Mov Cap-2 Maneuver | - | - | - | - | 870 | - |
| Stage 1 | - | - | - | - | 968 | - |
| Stage 2 | - | - | - | - | 949 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 2.7 | 0 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1564 | - | - | - | 870 | 1030 |
| HCM Lane V/C Ratio | 0.013 | - | - | - | 0.024 | 0.036 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 9.2 | 8.6 |
| HCM Lane LOS | A | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 61 | 34 | 35 | 21 | 13 | 23 |
| Future Vol, veh/h | 61 | 34 | 35 | 21 | 13 | 23 |
| 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 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 66 | 37 | 38 | 23 | 14 | 25 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 61 | 0 | - | 0 | 219 | 50 |
| Stage 1 | - | - | - | - | 50 | - |
| Stage 2 | - | - | - | - | 169 | - |
| 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 | 1542 | - | - | - | 769 | 1018 |
| Stage 1 | - | - | - | - | 972 | - |
| Stage 2 | - | - | - | - | 861 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1542 | - | - | - | 735 | 1018 |
| Mov Cap-2 Maneuver | - | - | - | - | 735 | - |
| Stage 1 | - | - | - | - | 929 | - |
| Stage 2 | - | - | - | - | 861 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.8 | 0 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1542 | - | - | - | 735 | 1018 |
| HCM Lane V/C Ratio | 0.043 | - | - | - | 0.019 | 0.025 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 10 | 8.6 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 | 0.1 |

# CR 750 N & PROPOSED COLONNADE WEST ACCESS DRIVE

## CAPACITY ANALYSIS

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 116 | 13 | 1 | 201 | 58 | 5 |
| Future Vol, veh/h | 116 | 13 | 1 | 201 | 58 | 5 |
| 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 | 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 | 126 | 14 | 1 | 218 | 63 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 140 | 0 | 353 | 133 |
| Stage 1 | - | - | - | - | 133 | - |
| Stage 2 | - | - | - | - | 220 | - |
| 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 | - | - | 1443 | - | 645 | 916 |
| Stage 1 | - | - | - | - | 893 | - |
| Stage 2 | - | - | - | - | 817 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1443 | - | 644 | 916 |
| Mov Cap-2 Maneuver | - | - | - | - | 644 | - |
| Stage 1 | - | - | - | - | 893 | - |
| Stage 2 | - | - | - | - | 816 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 11 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 644 | 916 | - | - | 1443 | - |
| HCM Lane V/C Ratio | 0.098 | 0.006 | - | - | 0.001 | - |
| HCM Control Delay (s) | 11.2 | 9 | - | - | 7.5 | 0 |
| HCM Lane LOS | B | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 220 | 43 | 4 | 141 | 37 | 3 |
| Future Vol, veh/h | 220 | 43 | 4 | 141 | 37 | 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 | 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 | 239 | 47 | 4 | 153 | 40 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 286 | 0 | 424 | 263 |
| Stage 1 | - | - | - | - | 263 | - |
| Stage 2 | - | - | - | - | 161 | - |
| 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 | - | - | 1276 | - | 587 | 776 |
| Stage 1 | - | - | - | - | 781 | - |
| Stage 2 | - | - | - | - | 868 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1276 | - | 585 | 776 |
| Mov Cap-2 Maneuver | - | - | - | - | 585 | - |
| Stage 1 | - | - | - | - | 781 | - |
| Stage 2 | - | - | - | - | 865 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 11.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 585 | 776 | - | - | 1276 | - |
| HCM Lane V/C Ratio | 0.069 | 0.004 | - | - | 0.003 | - |
| HCM Control Delay (s) | 11.6 | 9.7 | - | - | 7.8 | 0 |
| HCM Lane LOS | B | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - |

# CR 750 N & PROPOSED JACOBI LEGACY FARMS WEST ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 97 | 125 | 2 | 3 | 44 |
| Future Vol, veh/h | 14 | 97 | 125 | 2 | 3 | 44 |
| 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 | 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 | 15 | 105 | 136 | 2 | 3 | 48 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 138 | 0 | - | 0 | 272 | 137 |
| Stage 1 | - | - | - | - | 137 | - |
| Stage 2 | - | - | - | - | 135 | - |
| 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 | 1446 | - | - | - | 717 | 911 |
| Stage 1 | - | - | - | - | 890 | - |
| Stage 2 | - | - | - | - | 891 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1446 | - | - | - | 709 | 911 |
| Mov Cap-2 Maneuver | - | - | - | - | 709 | - |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 891 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.9 | 0 | 9.3 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1446 | - | - | - | 709 | 911 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | 0.005 | 0.052 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 10.1 | 9.2 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | 0.2 |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 137 | 101 | 7 | 3 | 28 |
| Future Vol, veh/h | 47 | 137 | 101 | 7 | 3 | 28 |
| 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 | 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 | 149 | 110 | 8 | 3 | 30 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 118 | 0 | - | 0 | 365 | 114 |
| Stage 1 | - | - | - | - | 114 | - |
| Stage 2 | - | - | - | - | 251 | - |
| 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 | 1470 | - | - | - | 635 | 939 |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 791 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1470 | - | - | - | 611 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | 611 | - |
| Stage 1 | - | - | - | - | 876 | - |
| Stage 2 | - | - | - | - | 791 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.9 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1470 | - | - | - | 611 | 939 |
| HCM Lane V/C Ratio | 0.035 | - | - | - | 0.005 | 0.032 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 10.9 | 9 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0 | 0.1 |

# CR 750 N & PROPOSED JACOBI LEGACY FARMS MAIN ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 86 | 81 | 4 | 10 | 46 |
| Future Vol, veh/h | 14 | 86 | 81 | 4 | 10 | 46 |
| 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 | 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 | 15 | 93 | 88 | 4 | 11 | 50 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 92 | 0 | - | 0 | 213 | 90 |
| Stage 1 | - | - | - | - | 90 | - |
| Stage 2 | - | - | - | - | 123 | - |
| 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 | 1503 | - | - | - | 775 | 968 |
| Stage 1 | - | - | - | - | 934 | - |
| Stage 2 | - | - | - | - | 902 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1503 | - | - | - | 766 | 968 |
| Mov Cap-2 Maneuver | - | - | - | - | 766 | - |
| Stage 1 | - | - | - | - | 924 | - |
| Stage 2 | - | - | - | - | 902 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1 | 0 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1503 | - | - | - | 766 | 968 |
| HCM Lane V/C Ratio | 0.01 | - | - | - | 0.014 | 0.052 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 9.8 | 8.9 |
| HCM Lane LOS | A | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 49 | 91 | 80 | 12 | 7 | 28 |
| Future Vol, veh/h | 49 | 91 | 80 | 12 | 7 | 28 |
| 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 | 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 | 53 | 99 | 87 | 13 | 8 | 30 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 100 | 0 | - | 0 | 299 | 94 |
| Stage 1 | - | - | - | - | 94 | - |
| Stage 2 | - | - | - | - | 205 | - |
| 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 | 1493 | - | - | - | 692 | 963 |
| Stage 1 | - | - | - | - | 930 | - |
| Stage 2 | - | - | - | - | 829 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1493 | - | - | - | 666 | 963 |
| Mov Cap-2 Maneuver | - | - | - | - | 666 | - |
| Stage 1 | - | - | - | - | 895 | - |
| Stage 2 | - | - | - | - | 829 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 2.6 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1493 | - | - | - | 666 | 963 |
| HCM Lane V/C Ratio | 0.036 | - | - | - | 0.011 | 0.032 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 10.5 | 8.9 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0 | 0.1 |

# CR 750 N & PROPOSED JACOBI LEGACY FARMS EAST ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 90 | 64 | 4 | 12 | 20 |
| Future Vol, veh/h | 7 | 90 | 64 | 4 | 12 | 20 |
| 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 | 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 | 98 | 70 | 4 | 13 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 0 | - | 0 | 186 | 72 |
| Stage 1 | - | - | - | - | 72 | - |
| Stage 2 | - | - | - | - | 114 | - |
| 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 | - | - | - | 803 | 990 |
| Stage 1 | - | - | - | - | 951 | - |
| Stage 2 | - | - | - | - | 911 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1526 | - | - | - | 798 | 990 |
| Mov Cap-2 Maneuver | - | - | - | - | 798 | - |
| Stage 1 | - | - | - | - | 945 | - |
| Stage 2 | - | - | - | - | 911 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.5 | 0 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1526 | - | - | - | 798 | 990 |
| HCM Lane V/C Ratio | 0.005 | - | - | - | 0.016 | 0.022 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 9.6 | 8.7 |
| HCM Lane LOS | A | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 78 | 88 | 15 | 8 | 13 |
| Future Vol, veh/h | 21 | 78 | 88 | 15 | 8 | 13 |
| 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 | 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 | 85 | 96 | 16 | 9 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 112 | 0 | - | 0 | 235 | 104 |
| Stage 1 | - | - | - | - | 104 | - |
| Stage 2 | - | - | - | - | 131 | - |
| 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 | - | - | - | 753 | 951 |
| Stage 1 | - | - | - | - | 920 | - |
| Stage 2 | - | - | - | - | 895 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1478 | - | - | - | 741 | 951 |
| Mov Cap-2 Maneuver | - | - | - | - | 741 | - |
| Stage 1 | - | - | - | - | 905 | - |
| Stage 2 | - | - | - | - | 895 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.6 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1478 | - | - | - | 741 | 951 |
| HCM Lane V/C Ratio | 0.015 | - | - | - | 0.012 | 0.015 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 9.9 | 8.8 |
| HCM Lane LOS | A | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | 0 |

# CR 500 W & PROPOSED JACOBI LEGACY FARMS ACCESS DRIVE

## CAPACITY ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 14 | 8 | 178 | 114 | 11 |
| Future Vol, veh/h | 35 | 14 | 8 | 178 | 114 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 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 | 15 | 9 | 193 | 124 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 341 | 130 | 136 | 0 | - | 0 |
| Stage 1 | 130 | - | - | - | - | - |
| Stage 2 | 211 | - | - | - | - | - |
| 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 | 655 | 920 | 1448 | - | - | - |
| Stage 1 | 896 | - | - | - | - | - |
| Stage 2 | 824 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 650 | 920 | 1448 | - | - | - |
| Mov Cap-2 Maneuver | 650 | - | - | - | - | - |
| Stage 1 | 890 | - | - | - | - | - |
| Stage 2 | 824 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.4 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1448 | - | 650 | 920 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.059 | 0.017 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10.9 | 9 | - | - |
| HCM Lane LOS | A | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 10 | 20 | 139 | 130 | 31 |
| Future Vol, veh/h | 25 | 10 | 20 | 139 | 130 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 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 | 11 | 22 | 151 | 141 | 34 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 353 | 158 | 175 | 0 | - | 0 |
| Stage 1 | 158 | - | - | - | - | - |
| Stage 2 | 195 | - | - | - | - | - |
| 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 | 645 | 887 | 1401 | - | - | - |
| Stage 1 | 871 | - | - | - | - | - |
| Stage 2 | 838 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 634 | 887 | 1401 | - | - | - |
| Mov Cap-2 Maneuver | 634 | - | - | - | - | - |
| Stage 1 | 856 | - | - | - | - | - |
| Stage 2 | 838 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.4 | 1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1401 | - | 634 | 887 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | 0.043 | 0.012 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 10.9 | 9.1 | - | - |
| HCM Lane LOS | A | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | 0 | - | - |

# MCCORD SQUARE ACCESS DRIVE & JACOBI LEGACY FARMS ACCESS DRIVE

## CAPACITY ANALYSIS

| 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 | 14 | 4 | 3 | 29 | 9 | 9 | 8 | 10 | 9 | 4 | 3 | 22 |
| Future Vol, veh/h | 14 | 4 | 3 | 29 | 9 | 9 | 8 | 10 | 9 | 4 | 3 | 22 |
| 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 | 15 | 4 | 3 | 32 | 10 | 10 | 9 | 11 | 10 | 4 | 3 | 24 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 67 | 62 | 15 | 61 | 69 | 16 | 27 | 0 | 0 | 21 | 0 | 0 |
| Stage 1 | 23 | 23 | - | 34 | 34 | - | - | - | - | - | - | - |
| Stage 2 | 44 | 39 | - | 27 | 35 | - | - | - | - | - | - | - |
| 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 | 926 | 829 | 1065 | 934 | 822 | 1063 | 1587 | - | - | 1595 | - | - |
| Stage 1 | 995 | 876 | - | 982 | 867 | - | - | - | - | - | - | - |
| Stage 2 | 970 | 862 | - | 990 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 903 | 822 | 1065 | 921 | 815 | 1063 | 1587 | - | - | 1595 | - | - |
| Mov Cap-2 Maneuver | 903 | 822 | - | 921 | 815 | - | - | - | - | - | - | - |
| Stage 1 | 989 | 873 | - | 976 | 862 | - | - | - | - | - | - | - |
| Stage 2 | 944 | 857 | - | 979 | 863 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.1 | 9.1 | 2.2 | 1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1587 | - | - | 906 | 922 | 1595 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.025 | 0.055 | 0.003 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.1 | 9.1 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 18 | 7 | 6 | 19 | 7 | 6 | 7 | 6 | 33 | 13 | 13 | 19 |
| Future Vol, veh/h | 18 | 7 | 6 | 19 | 7 | 6 | 7 | 6 | 33 | 13 | 13 | 19 |
| 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 | 20 | 8 | 7 | 21 | 8 | 7 | 8 | 7 | 36 | 14 | 14 | 21 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 102 | 112 | 25 | 101 | 104 | 25 | 35 | 0 | 0 | 43 | 0 | 0 |
| Stage 1 | 53 | 53 | - | 41 | 41 | - | - | - | - | - | - | - |
| Stage 2 | 49 | 59 | - | 60 | 63 | - | - | - | - | - | - | - |
| 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 | 879 | 778 | 1051 | 880 | 786 | 1051 | 1576 | - | - | 1566 | - | - |
| Stage 1 | 960 | 851 | - | 974 | 861 | - | - | - | - | - | - | - |
| Stage 2 | 964 | 846 | - | 951 | 842 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 858 | 767 | 1051 | 859 | 775 | 1051 | 1576 | - | - | 1566 | - | - |
| Mov Cap-2 Maneuver | 858 | 767 | - | 859 | 775 | - | - | - | - | - | - | - |
| Stage 1 | 955 | 843 | - | 969 | 857 | - | - | - | - | - | - | - |
| Stage 2 | 945 | 842 | - | 928 | 834 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.3 | 9.3 | 1.1 | 2.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1576 | - | - | 866 | 868 | 1566 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.039 | 0.04 | 0.009 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.3 | 9.3 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 3.0 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 22 | 52 | 30 | 31 |
| Demand Flow Rate, veh/h | 22 | 53 | 30 | 31 |
| Vehicles Circulating, veh/h | 40 | 35 | 23 | 52 |
| Vehicles Exiting, veh/h | 43 | 18 | 39 | 36 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 2.9 | 3.1 | 2.9 | 2.9 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 22 | 53 | 30 | 31 |
| Cap Entry Lane, veh/h | 1325 | 1331 | 1348 | 1309 |
| Entry HV Adj Factor | 0.996 | 0.977 | 0.993 | 0.998 |
| Flow Entry, veh/h | 22 | 52 | 30 | 31 |
| Cap Entry, veh/h | 1320 | 1301 | 1338 | 1306 |
| V/C Ratio | 0.017 | 0.040 | 0.022 | 0.024 |
| Control Delay, s/veh | 2.9 | 3.1 | 2.9 | 2.9 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | 0 | 0 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 3.0 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 35 | 36 | 51 | 49 |
| Demand Flow Rate, veh/h | 35 | 36 | 52 | 49 |
| Vehicles Circulating, veh/h | 49 | 35 | 42 | 37 |
| Vehicles Exiting, veh/h | 37 | 59 | 42 | 34 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 3.0 | 2.9 | 3.1 | 3.0 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h | 35 | 36 | 52 | 49 |
| Cap Entry Lane, veh/h | 1313 | 1331 | 1322 | 1329 |
| Entry HV Adj Factor | 0.996 | 0.996 | 0.978 | 0.994 |
| Flow Entry, veh/h | 35 | 36 | 51 | 49 |
| Cap Entry, veh/h | 1307 | 1326 | 1293 | 1321 |
| V/C Ratio | 0.027 | 0.027 | 0.039 | 0.037 |
| Control Delay, s/veh | 3.0 | 2.9 | 3.1 | 3.0 |
| LOS | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | 0 | 0 |