

Traffic Engineering, Transportation Planning & Design

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David R. Shropshire, PE, PP
A Andrew Feranda, PE, PTOE, CME
Randal C. Barranger, PE
Nathan B. Mosley, PE, CME

March 31, 2022

Mr. Joseph McElwee
CSH Old Tappan, LLC
1275 Pennsylvania Avenue
NW 2nd Floor
Washington, DC 20004

(via email: joe.mcelwee@cshpe.com)

Re: **Updated Traffic Engineering Assessment**
CSH – Old Tappan
Borough of Old Tappan, Bergen County, NJ
SA Project No. 21020A

Dear Mr. McElwee:

In response to your request, Shropshire Associates LLC has prepared an updated traffic engineering assessment to evaluate the impact of the traffic to be generated by the proposed assisted living facility with up to 100 beds. The proposed residence is located along westbound Old Tappan Road in the Borough of Old Tappan, Bergen County, New Jersey (Figure 1). Access to the development is proposed via one (1) full-movement driveway along westbound Old Tappan Road creating a fourth leg to the existing Old Tappan Road and Vandervoot Avenue stop-controlled intersection. Currently the site is developed with a single-family dwelling and a freestanding barn. The update is based on 2022 traffic count data which provides a more normalized roadway condition than previous counts taken in 2021.

Existing Conditions

A field reconnaissance was conducted in the vicinity of the site to determine the features of the adjacent roadway network within the study area. A description of the roadways and intersections are provided below.

In the vicinity of the site, **Old Tappan Road (CR 110)** is a two-lane roadway that is under the jurisdiction of Bergen County and is classified¹ as an Urban Minor Arterial. Old Tappan Road consists of one lane in each direction and has an approximate cartway width of 28'. There are minimum shoulders along both directions of Old Tappan Road along the site frontage and signs for No Stopping or Standing. The posted speed limit along Old Tappan Road is 35 MPH. Along the site frontage, Old Tappan Road has a continuous No Passing Zone. There are sidewalks in each direction along the site frontage. For the purpose of this study, Old Tappan Road is assumed to extend in a general east-west direction.

In the vicinity of the site, **Leonard Drive** is a two-lane local roadway that consists of one lane in each direction and has an approximate cartway width of 30'. The posted speed limit along Leonard Drive is 25 MPH. For the purpose of this study, Leonard Drive is assumed to extend in a general north-south direction.

¹ NJDOT Straight Line Diagrams



In the vicinity of the site, **Vandervoot Avenue** (Holbrook Court) is a two-lane local roadway that consists of one lane in each direction and has an approximate cartway width of 30'. The posted speed limit along Vandervoot Avenue is 25 MPH. For the purpose of this study, Vandervoot Avenue is assumed to extend in a general north-south direction.

The **Old Tappan Road/Leonard Drive** intersection is a T-shaped intersection that is stop-controlled along the northbound Leonard Drive approach. All approaches to the intersection consist of one lane for all permitted movements.

The **Old Tappan Road/Vandervoot Avenue** intersection is a T-shaped intersection that is stop-controlled along the northbound Vandervoot Avenue approach. All approaches to the intersection consist of one lane for all permitted movements.

Traffic Counts

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections on Thursday, February 17, 2022 during the weekday AM (7:00 AM - 9:00 AM) and weekday PM (2:00 PM – 6:00 PM) peak periods. A summary of the traffic counts can be found in the appendix to this assessment and the existing volumes are illustrated on Figure 2. The weekday AM peak traffic hour occurred between 7:30 AM to 8:30 AM and the weekday PM peak traffic hour occurred between 2:45 PM and 3:45 PM.

Future Conditions

As indicated above, the proposal is to construct a 100-bed assisted living facility on the site. The development is expected to be fully built-out and occupied by 2024. It can be expected that the traffic volumes along the adjacent roadway network will increase as a result of other developments in the area of the site and general area traffic growth. Based on the *Annual Background Growth Table* prepared by the New Jersey Department of Transportation (NJDOT), a 2.50% annual traffic growth is projected along Old Tappan Road and a 1.00% annual traffic growth is projected along Leonard Drive and Vandervoot Avenue. Additionally, approved development within the vicinity of the proposed site is anticipated to be built prior to the anticipated 2024 build out. The developments within the vicinity of the site includes a 26-unit residential development along Central Avenue, a 72-bed senior living facility along Central Avenue, and a mixed-use residential (229 units) and retail (21,000 SF) development on Old Tappan Road at Central Avenue. By applying a 2.50% and 1.00% annual growth rate to the respective 2022 roadway volumes and including the traffic generated by the approved developments in the vicinity of the site, the 2024 No-Build volumes were estimated and are indicated on Figure 3.

Trip Generation

The amount of traffic to be generated by the proposed assisted living development can best be estimated based on data published by the Institute of Transportation Engineers (ITE). ITE has compiled data from thousands of studies for various land uses, independent variables and study periods, and published the results in *Trip Generation, 10th Edition*. The proposed development is most similar to ITE Land Use 254: Assisted Living. It should be noted that the trip generation is based upon the number of beds in the facility, which is anticipated to be a maximum of 100-beds. Table 1 below indicates the total traffic to be generated by the



development based on the ITE trip generation data (the trip generation worksheets are attached for reference).

Table 1 ITE Trip Generation – Assisted Living						
Land Use	Weekday AM Peak			Weekday PM Peak		
	In	Out	Total	In	Out	Total
Assisted Living (100 beds)	12	7	19	10	16	26

The traffic to be generated by the proposed development during the peak hours must then be distributed to the adjacent street network in a manner which the employees and residents can reasonably be expected to travel. The site traffic was assigned to the street network based on the existing distribution of traffic along the adjacent street network, as illustrated on Figure 4. The resulting site traffic assignment is illustrated on Figure 5. The site traffic was then added to the 2024 No-Build traffic volumes (Figure 3) to project the 2024 Build traffic volumes, which are illustrated on Figure 6.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadway, capacity analysis for the study locations were performed based upon the methods outlined in the *Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. Levels of Service are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions. The Level of Service criteria for unsignalized and signalized intersections is summarized in Table 2.

Table 2 Level of Service Criteria		
Level of Service	Unsignalized Delay (sec)	Signalized Delay (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

The Level of Service for an unsignalized intersection is determined based on the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Levels of Service for signalized intersections are classified in terms of delay, which is based on the extent of driver discomfort and frustration, fuel consumption and lost travel time. The delay experienced by a motorist consists of many factors that relate to control, geometrics, and traffic. Some of these factors include the quality of progression, traffic signal cycle length, the green ratio, and the volume-to-capacity ratio.



The operating conditions at the study intersections and the proposed site access were evaluated using the above-described methodology and the latest Synchro software. The Existing, No-Build, and Build Levels of Service are illustrated on Figures 7, 8 and 9; respectively. The detailed capacity analyses worksheets for the intersection analyses are attached to this assessment with a description of the operating conditions summarized below.

Old Tappan Road (CR 110) and Leonard Drive Intersection

Under the existing conditions, the westbound Old Tappan Road left-turn movements operate with a LOS A during the weekday AM and weekday PM peak hours. The northbound Leonard Drive shared left-turn/right-turn movements operate with a LOS C during the weekday AM peak hour and a LOS C during the weekday PM peak hour. Under both the No-Build and Build conditions, all movements at the intersection will continue to operate with existing levels of service.

Old Tappan Road and Vandervoot Avenue and Site Driveway Intersection

Under the existing conditions, the westbound Old Tappan Road left-turn movements operate with a LOS A during the weekday AM and weekday PM peak hours. The northbound Vandervoot Avenue shared left-turn/right-turn movements operate with a LOS B during the weekday AM peak hour and a LOS C during the weekday PM peak hour. Under the No-Build conditions, all movements at the intersection will continue to operate with existing levels of service.

Under the Build conditions, a new stop-controlled full-movement site driveway will be constructed as the fourth leg to the intersection. Both the eastbound and westbound Old Tappan Road left-turn movements will operate with a LOS A during the weekday AM and weekday PM peak hours. The northbound Vandervoot Avenue shared left-turn/through/right-turn movements will operate with a LOS B during the weekday AM peak hour and a LOS C during the weekday PM peak hour. The southbound Site Driveway shared left-turn/through/right-turn movements will operate with a LOS D during the weekday AM peak hour and a LOS C during the weekday PM peak hour. As a result, there is no change in the operation conditions anticipated from the trips to be generated by the proposed assisted living residence. During the weekday peak hours, the proposed site will generate approximately 2% of the total 2024 projected traffic volume at the intersection.

It should be noted that there is proposed 12'+/- widening of Old Tappan Road along the site frontage extending from the existing church driveway and then tapering back down to the existing cartway at the western property boundary. This improvement will improve traffic conditions along the site frontage to match the width of Old Tappan Road to the east of the property.

Conclusion

The traffic generated by the proposed assisted living facility development will have an insignificant impact on the adjacent street network based upon the following results from this traffic engineering assessment:

- Based upon the current ITE trip generation rates, the proposed assisted living facility development will generate approximately 19 total trips during the weekday AM peak hour and approximately 26 total trips during the weekday PM peak hour.



- The traffic resulting from the proposed assisted living facility development will cause no changes in the existing levels of service at the Old Tappan Road and Vandervoot Avenue study location during the weekday AM and weekday PM peak hours.
- The traffic resulting from the proposed assisted living facility development will cause no changes to the individual levels of service at the Old Tappan Road and Leonard Drive stop-controlled intersection.

Should you have any questions or require any additional information, please feel free to contact us.

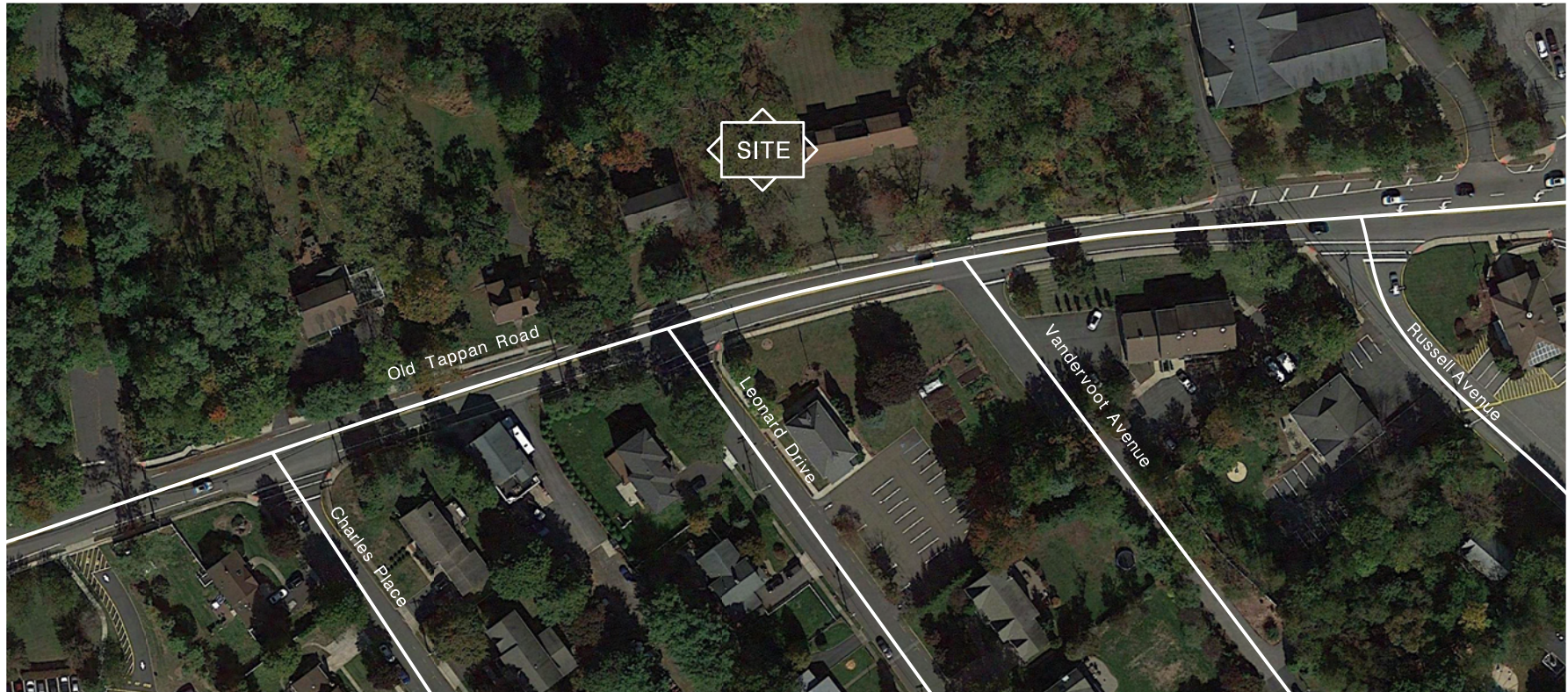
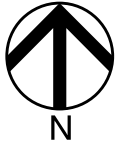
Sincerely,
Shropshire Associates LLC

A handwritten signature in black ink, appearing to read 'David R. Shropshire'.

David R. Shropshire, P.E., P.P.
Professional Engineer
N.J. License No. 33943

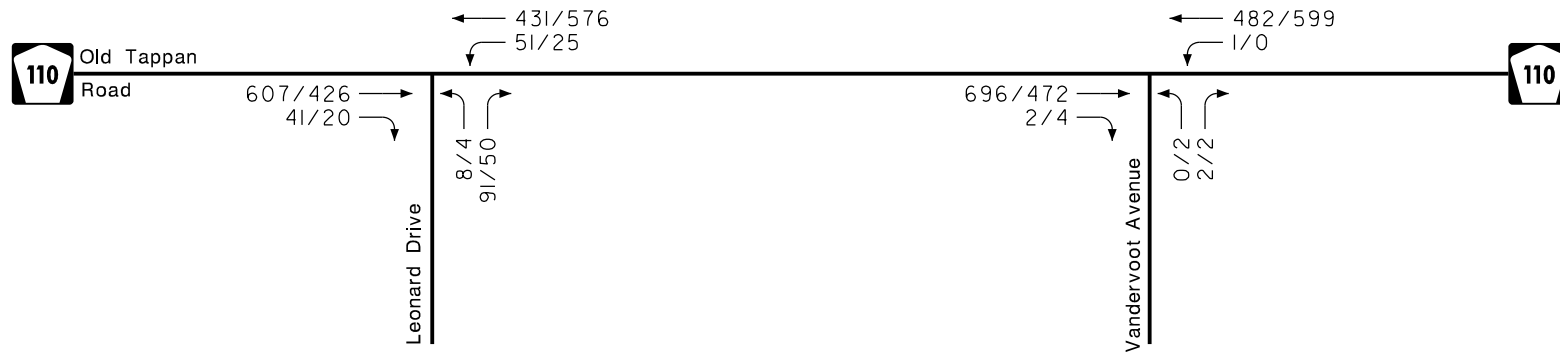
DRS/jab
Attachments

cc:	Joseph Zadlo	(via email: jazarch@aol.com)
	Dan Sehnal	(via email: dsehnal@dynamiccec.com)
	Gail Price	(via email: gprice@pricemeese.com)
	Jennifer Knarich	(via email: jknarich@pricemeese.com)
	Patricia Segedin	(via email: pes@permitexpediting.com)



CSH Old Tappan

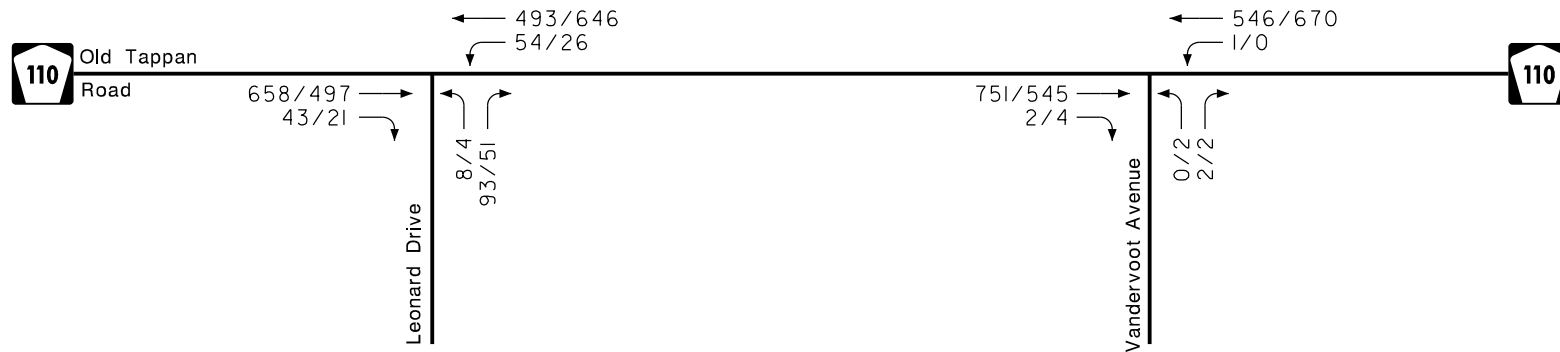
Borough of Old Tappan, Bergen County, New Jersey
March 2022



CSH Old Tappan

Borough of Old Tappan, Bergen County, New Jersey
March 2022

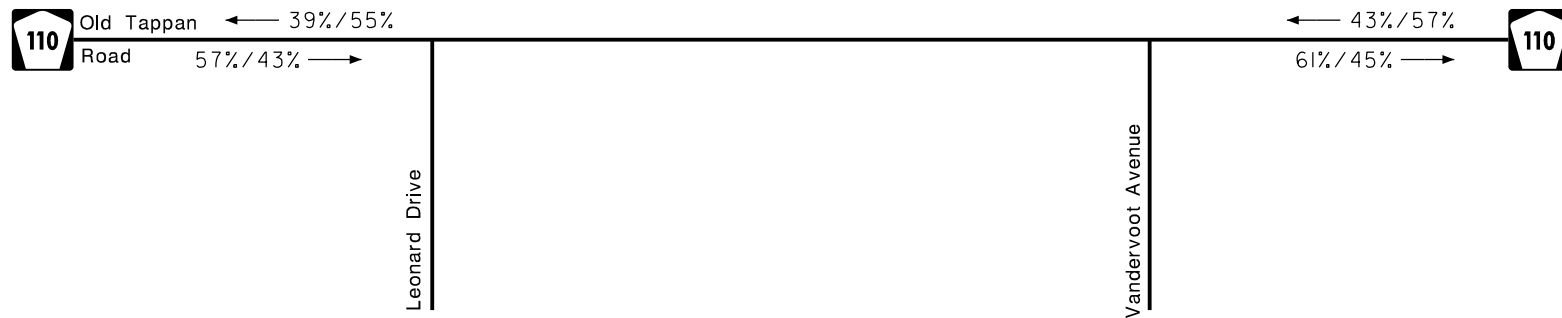
AM/PM PEAK HOUR



CSH Old Tappan

Borough of Old Tappan, Bergen County, New Jersey
March 2022

AM/PM PEAK HOUR

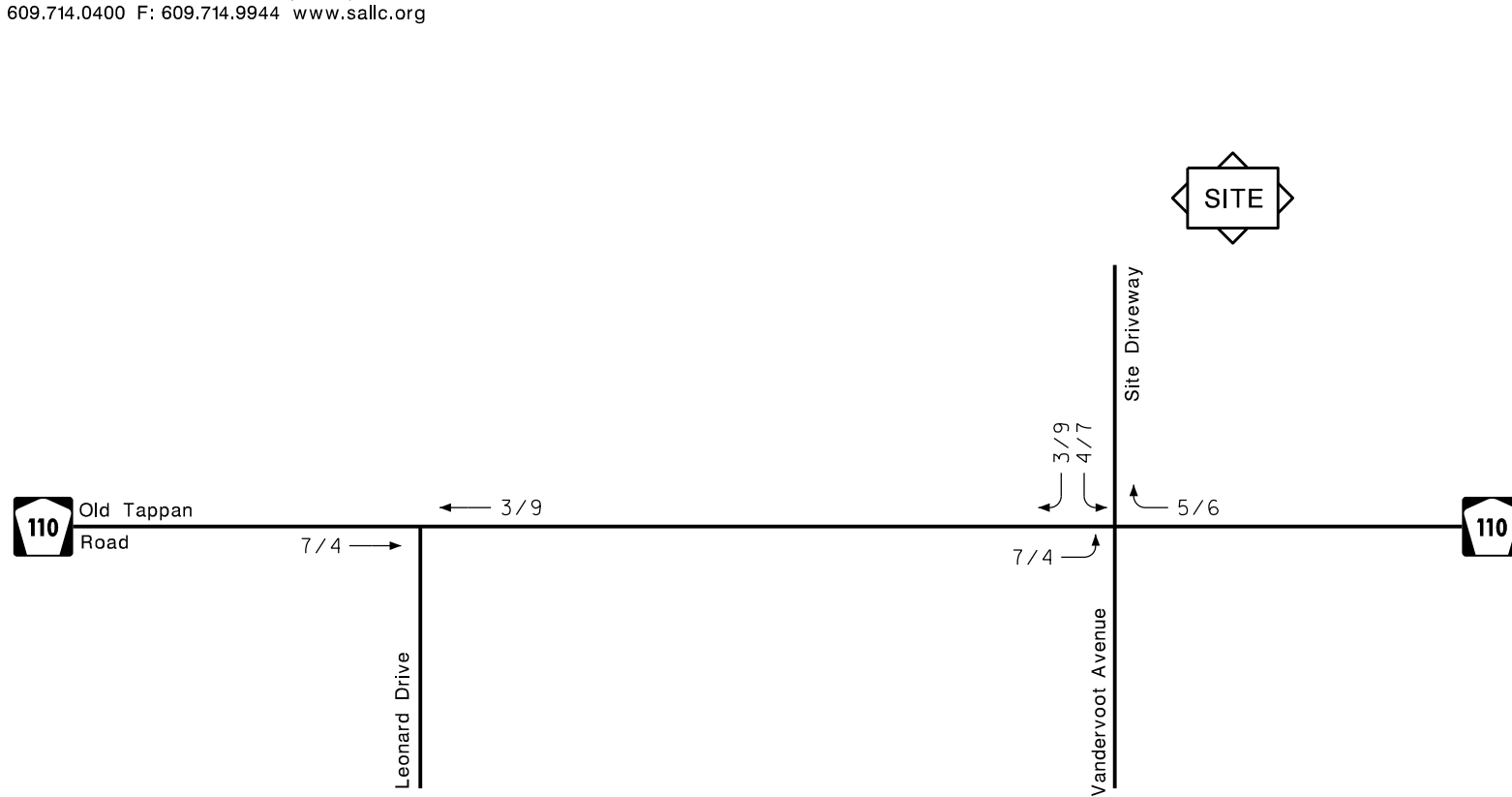


CSH Old Tappan

Borough of Old Tappan, Bergen County, New Jersey
March 2022

AM/PM PEAK HOUR

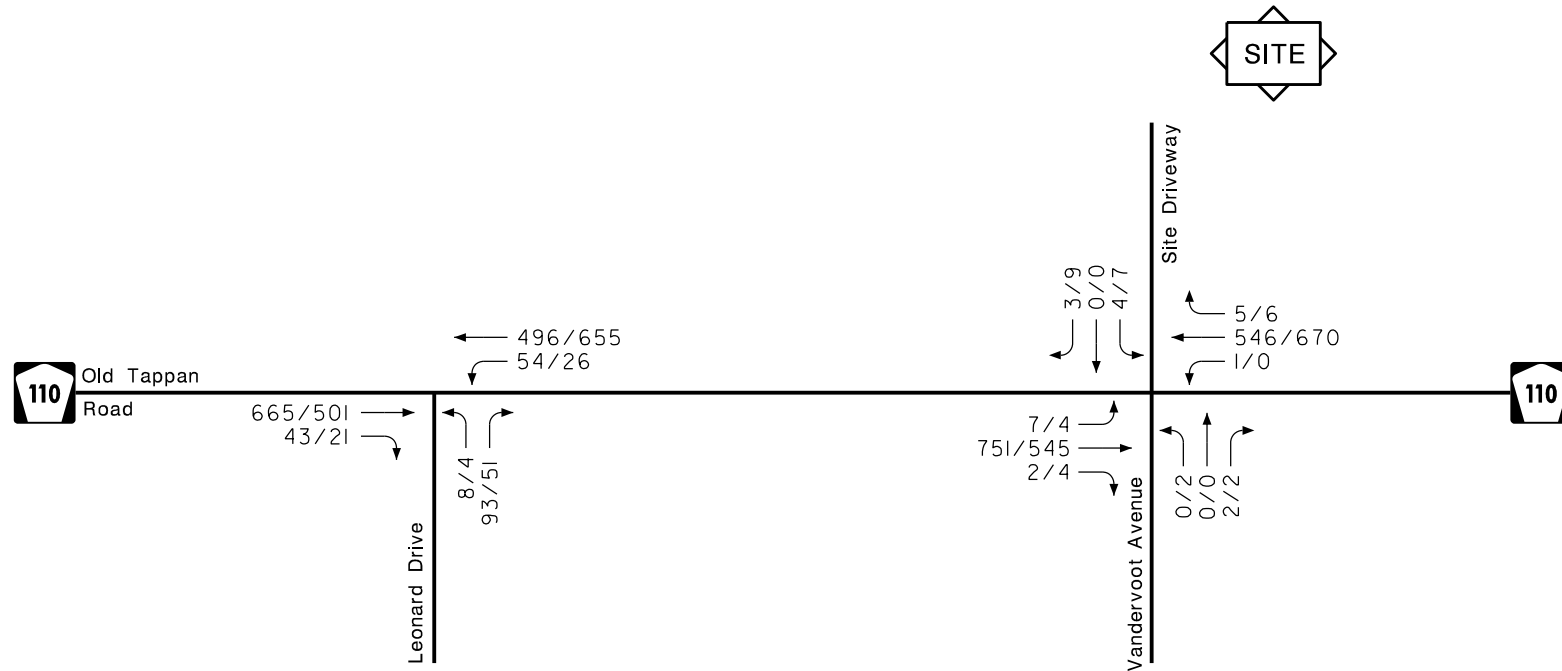
FIGURE 5
SITE TRAFFIC



CSH Old Tappan

Borough of Old Tappan, Bergen County, New Jersey
March 2022

AM/PM PEAK HOUR



CSH Old Tappan

Borough of Old Tappan, Bergen County, New Jersey
March 2022

AM/PM PEAK HOUR



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Borough of Old Tappan, Bergen County, New Jersey
March 2022

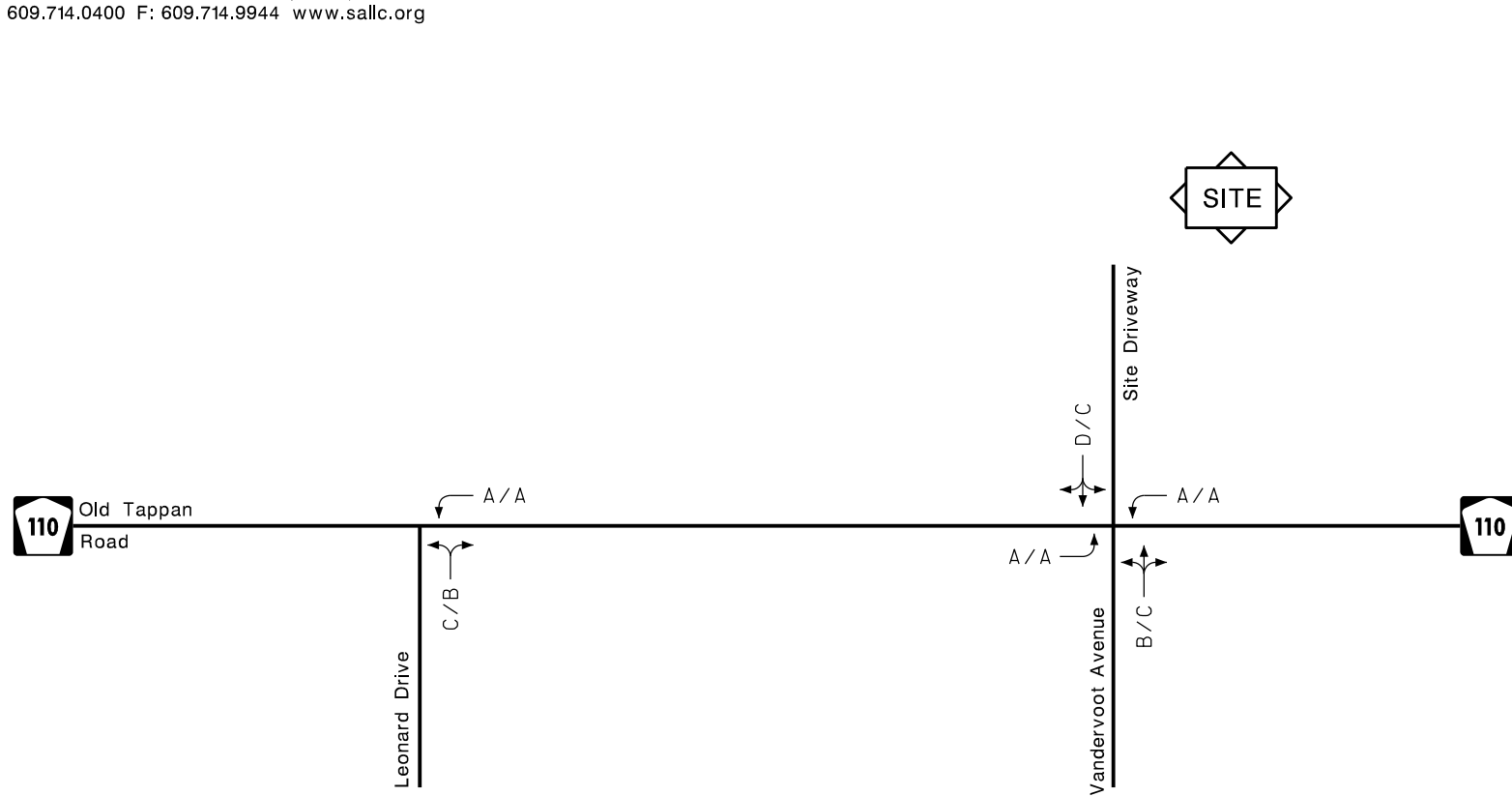
AM/PM PEAK HOUR



CSH Old Tappan

Borough of Old Tappan, Bergen County, New Jersey
March 2022

AM/PM PEAK HOUR

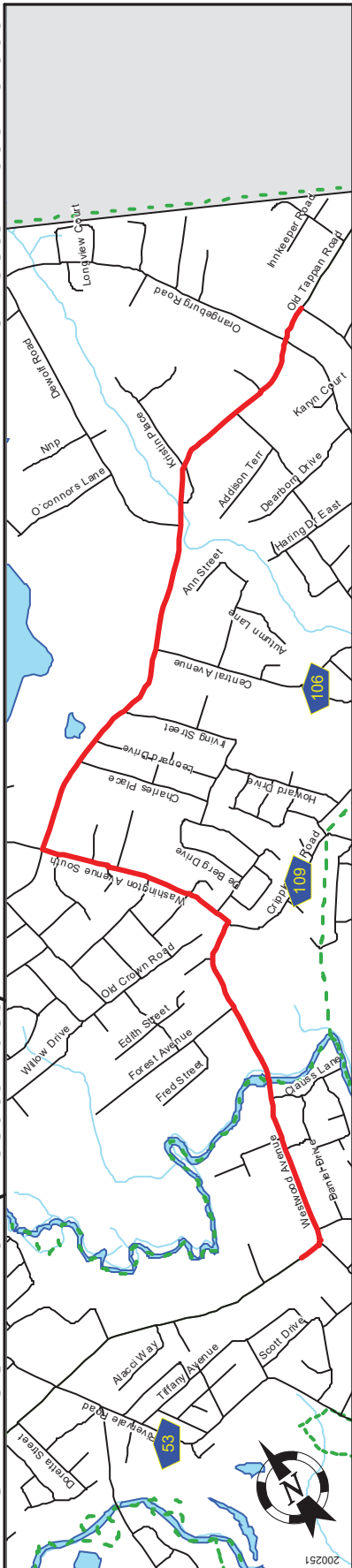


CSH Old Tappan

Borough of Old Tappan, Bergen County, New Jersey
March 2022

AM/PM PEAK HOUR

BERGEN COUNTY 110 II (West to East)



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	
<div><div>River Vale Twp, Bergen Co</div><div>Secondary Direction</div><div>Old Tappan Boro, Bergen Co</div><div>Primary Direction</div><div>Units in miles</div></div>	
I Interstate Route Route 287	
US Route Route 22	
NJ Route Route 33	
County Road Road 689	
Interchange Number Number 2	
Grade Separated Interchange	
Traffic Signal	
Traffic Monitoring Sites	
Road Underpass	
Road Overpass	
Street Name	
Jurisdiction	
Functional Class	
Federal Aid - NHS Sy	
Control Section	
Speed Limit	
Number of Lanes	
Med. Type	
Med. Width	
Pavement	
Shoulder	
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

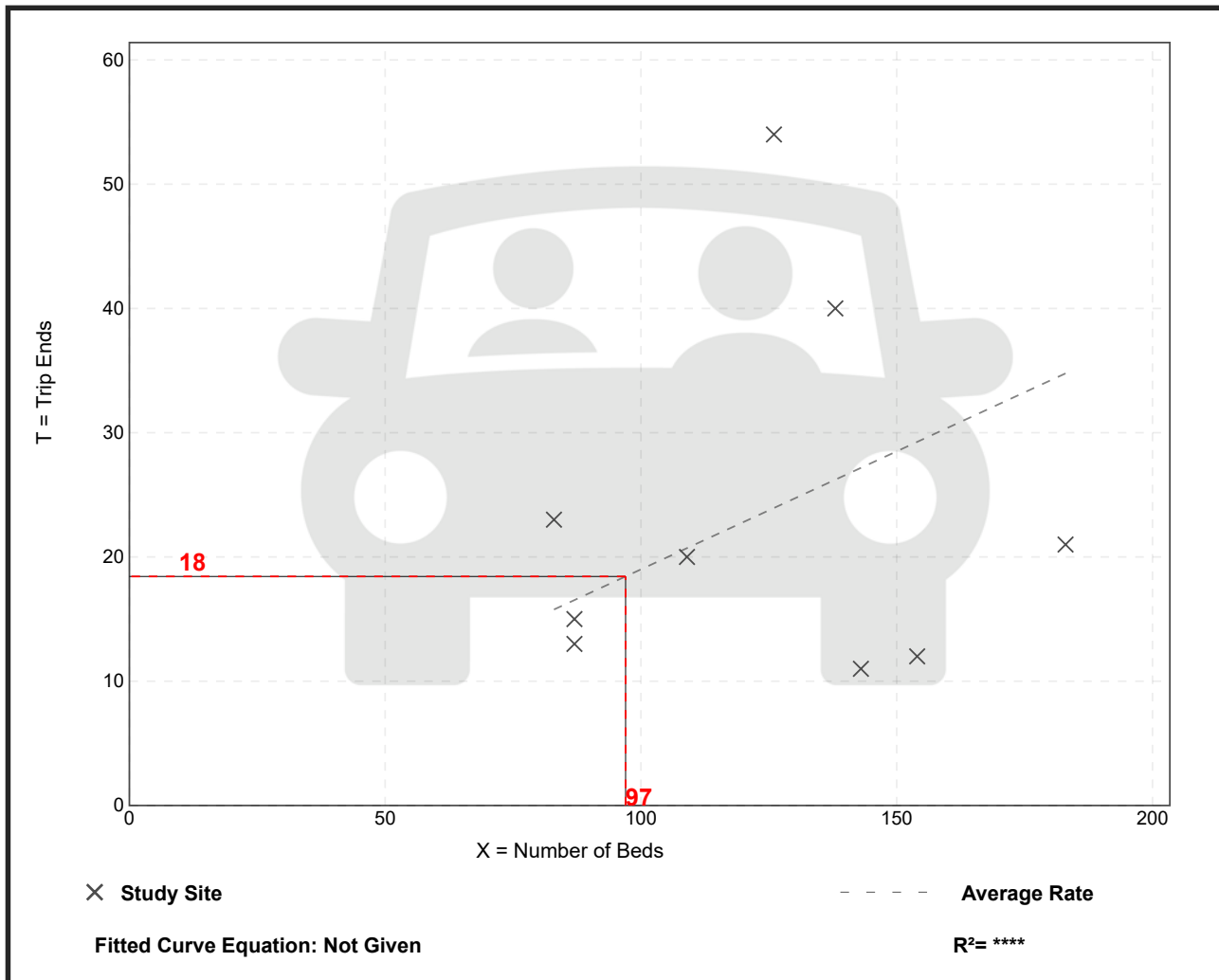
Assisted Living (254)

Vehicle Trip Ends vs: **Beds**
 On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
 Setting/Location: **General Urban/Suburban**
 Number of Studies: 9
 Avg. Num. of Beds: 123
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.19	0.08 - 0.43	0.12

Data Plot and Equation



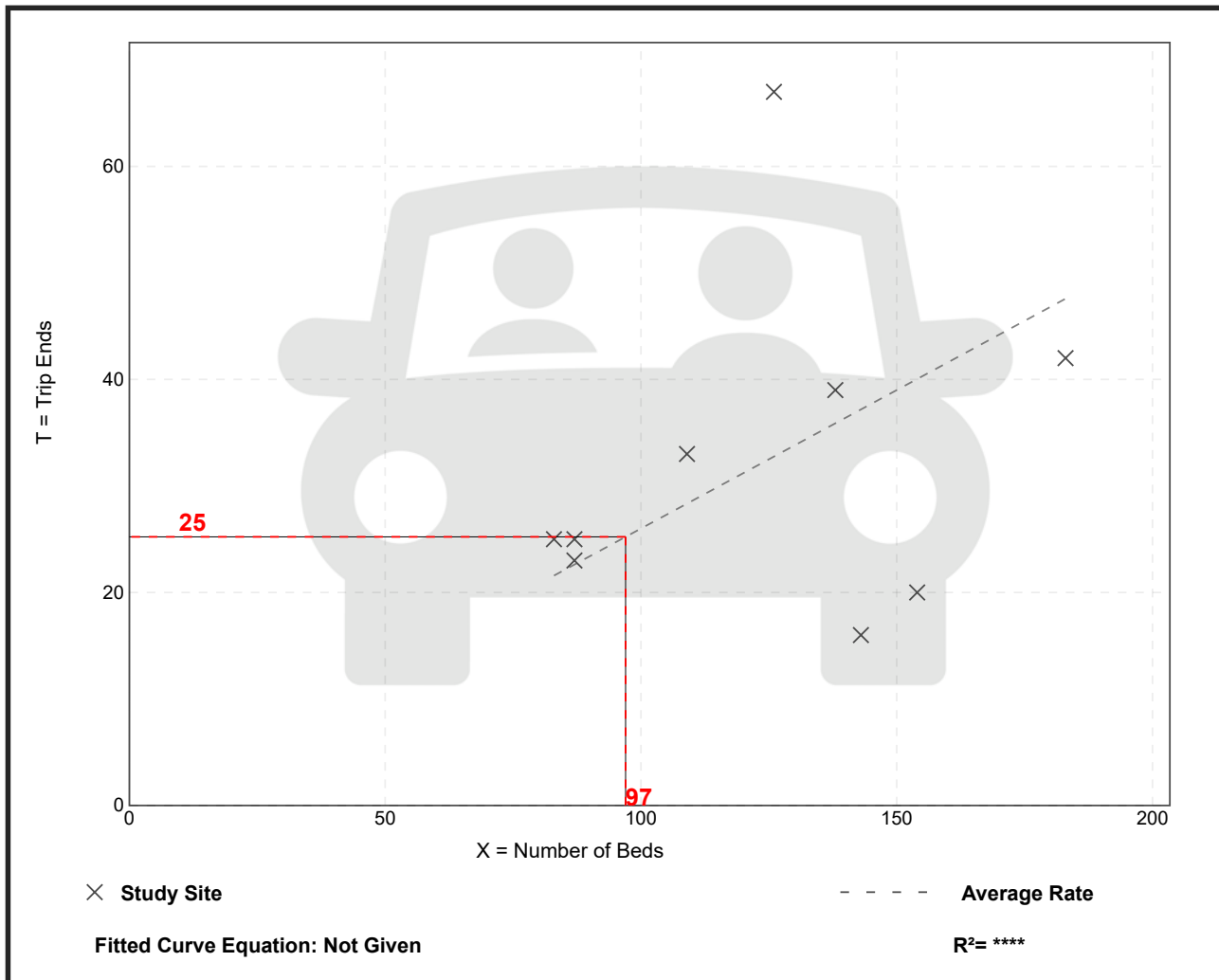
Assisted Living (254)

Vehicle Trip Ends vs: **Beds**
 On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
 Setting/Location: **General Urban/Suburban**
 Number of Studies: 9
 Avg. Num. of Beds: 123
 Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.26	0.11 - 0.53	0.13

Data Plot and Equation



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Leonard Dr.
E/W Route: Old Tappan Rd.
Old Tappan/Bergen County/NJ
Thursday/Cloudy/EM/T-2538

File Name : 21020002
Site Code : 21020002
Start Date : 2/17/2022
Page No : 1

Groups Printed- Unshifted - Trailers

	Old Tappan Rd. Westbound			Leonard Dr. Northbound			Old Tappan Rd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	59	0	59	0	0	0	0	67	67	126
07:15 AM	55	3	58	0	1	1	1	107	108	167
07:30 AM	80	2	82	1	2	3	3	120	123	208
07:45 AM	68	4	72	24	2	26	7	171	178	276
Total	262	9	271	25	5	30	11	465	476	777
08:00 AM	174	32	206	24	0	24	13	109	122	352
08:15 AM	109	13	122	42	4	46	18	207	225	393
08:30 AM	61	1	62	9	2	11	3	111	114	187
08:45 AM	99	2	101	5	0	5	1	88	89	195
Total	443	48	491	80	6	86	35	515	550	1127
*** BREAK ***										
02:00 PM	76	1	77	3	2	5	0	79	79	161
02:15 PM	107	3	110	4	5	9	1	100	101	220
02:30 PM	98	18	116	9	2	11	6	100	106	233
02:45 PM	163	14	177	9	1	10	8	72	80	267
Total	444	36	480	25	10	35	15	351	366	881
03:00 PM	129	8	137	35	3	38	6	144	150	325
03:15 PM	129	2	131	3	0	3	3	96	99	233
03:30 PM	155	1	156	3	0	3	3	114	117	276
03:45 PM	123	4	127	3	0	3	3	104	107	237
Total	536	15	551	44	3	47	15	458	473	1071
04:00 PM	130	2	132	7	2	9	2	154	156	297
04:15 PM	120	0	120	3	1	4	3	100	103	227
04:30 PM	146	1	147	4	1	5	0	100	100	252
04:45 PM	115	0	115	4	0	4	1	98	99	218
Total	511	3	514	18	4	22	6	452	458	994
05:00 PM	93	3	96	2	1	3	5	107	112	211
05:15 PM	143	1	144	2	1	3	4	93	97	244
05:30 PM	110	3	113	2	0	2	1	98	99	214
05:45 PM	134	3	137	1	1	2	2	112	114	253
Total	480	10	490	7	3	10	12	410	422	922
Grand Total	2676	121	2797	199	31	230	94	2651	2745	5772
Apprch %	95.7	4.3		86.5	13.5		3.4	96.6		
Total %	46.4	2.1	48.5	3.4	0.5	4	1.6	45.9	47.6	
Unshifted	2672	121	2793	199	31	230	94	2646	2740	5763
% Unshifted	99.9	100	99.9	100	100	100	100	99.8	99.8	99.8
Tractor-Trailers	4	0	4	0	0	0	0	5	5	9
% Tractor-Trailers	0.1	0	0.1	0	0	0	0	0.2	0.2	0.2

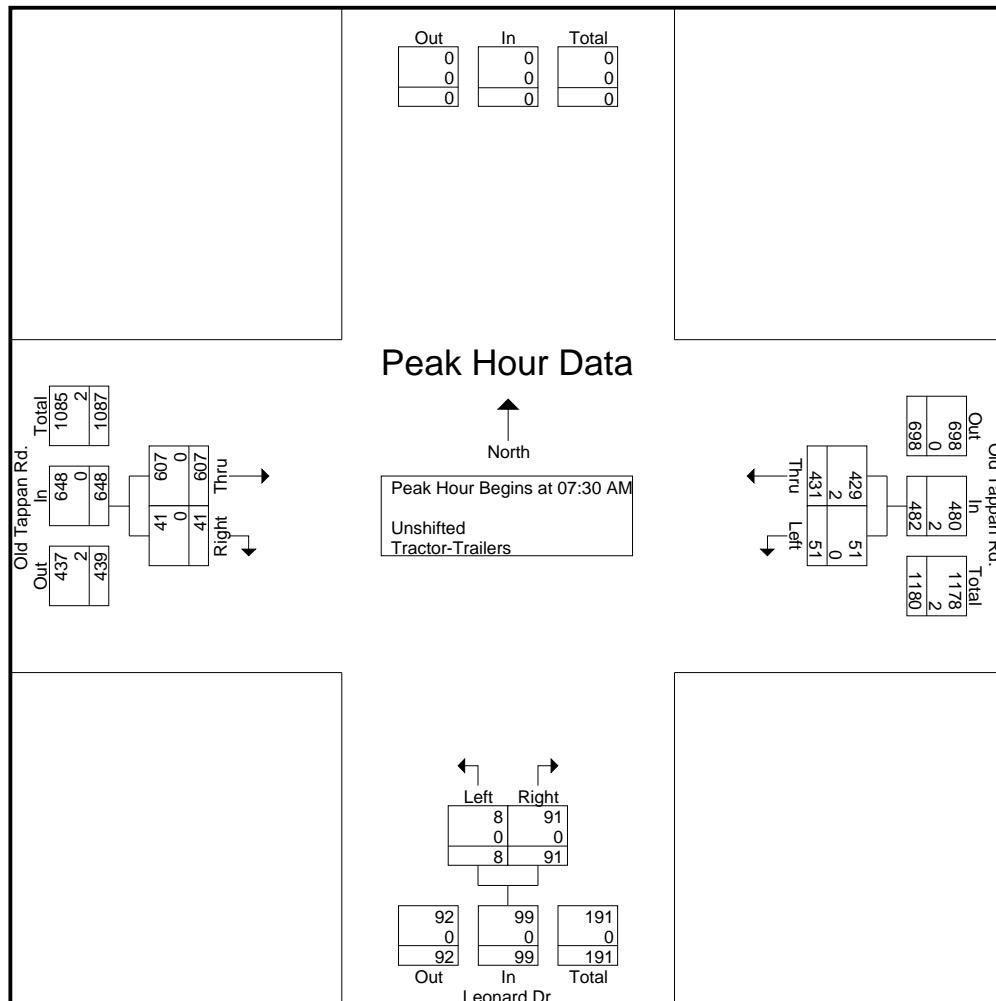
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Leonard Dr.
E/W Route: Old Tappan Rd.
Old Tappan/Bergen County/NJ
Thursday/Cloudy/EM/T-2538

File Name : 21020002
Site Code : 21020002
Start Date : 2/17/2022
Page No : 2

	Old Tappan Rd. Westbound			Leonard Dr. Northbound			Old Tappan Rd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	80	2	82	1	2	3	3	120	123	208
07:45 AM	68	4	72	24	2	26	7	171	178	276
08:00 AM	174	32	206	24	0	24	13	109	122	352
08:15 AM	109	13	122	42	4	46	18	207	225	393
Total Volume	431	51	482	91	8	99	41	607	648	1229
% App. Total	89.4	10.6		91.9	8.1		6.3	93.7		
PHF	.619	.398	.585	.542	.500	.538	.569	.733	.720	.782
Unshifted	429	51	480	91	8	99	41	607	648	1227
% Unshifted	99.5	100	99.6	100	100	100	100	100	100	99.8
Tractor-Trailers	2	0	2	0	0	0	0	0	0	2
% Tractor-Trailers	0.5	0	0.4	0	0	0	0	0	0	0.2



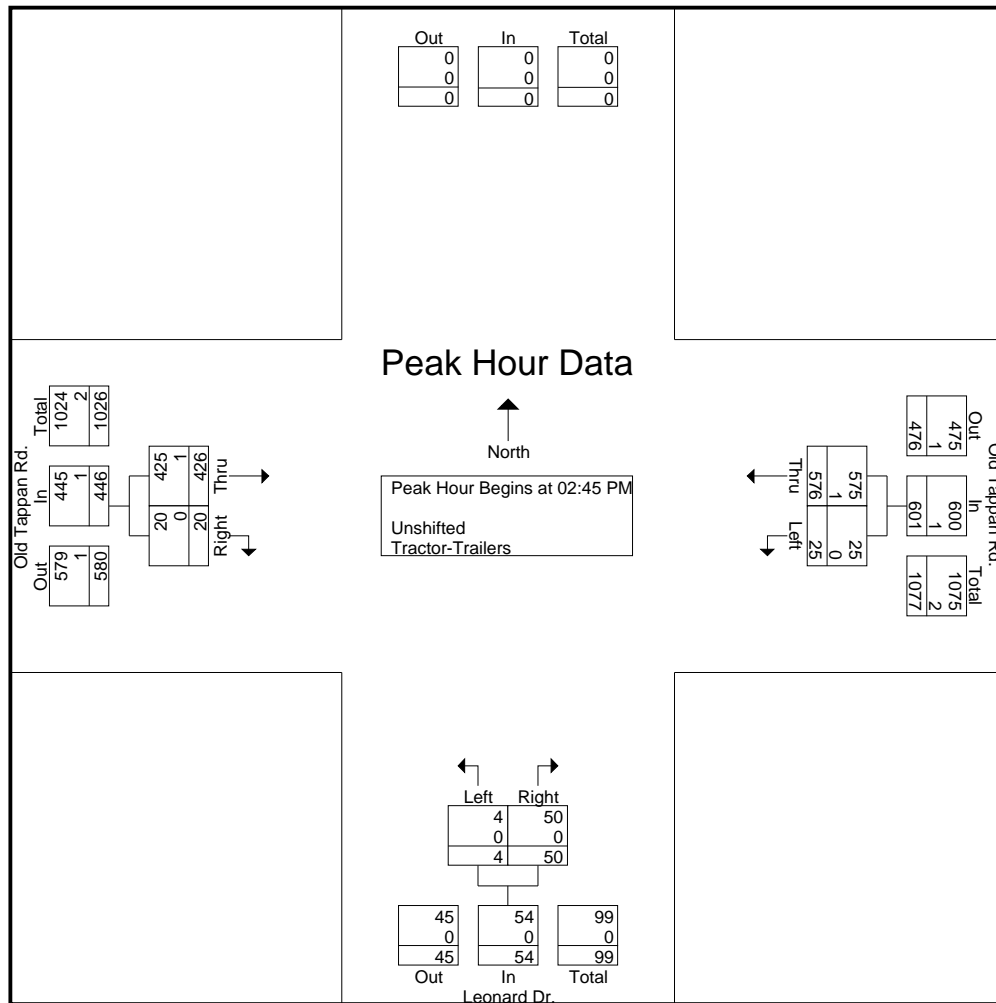
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Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:45 PM										
02:45 PM	163	14	177	9	1	10	8	72	80	267
03:00 PM	129	8	137	35	3	38	6	144	150	325
03:15 PM	129	2	131	3	0	3	3	96	99	233
03:30 PM	155	1	156	3	0	3	3	114	117	276
Total Volume	576	25	601	50	4	54	20	426	446	1101
% App. Total	95.8	4.2		92.6	7.4		4.5	95.5		
PHF	.883	.446	.849	.357	.333	.355	.625	.740	.743	.847
Unshifted	575	25	600	50	4	54	20	425	445	1099
% Unshifted	99.8	100	99.8	100	100	100	100	99.8	99.8	99.8
Tractor-Trailers	1	0	1	0	0	0	0	1	1	2
% Tractor-Trailers	0.2	0	0.2	0	0	0	0	0.2	0.2	0.2



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277 Whitehorse Pike, Suite 203
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N/S Route: Vandervoot Ave.
E/W Route: Old Tappan Rd.
Old Tappan/Bergen County/NJ
Thursday/Cloudy/EM/T-2538

File Name : 21020002 - Vandervoot Ave.
Site Code : 21020002
Start Date : 2/17/2022
Page No : 1

Groups Printed- Vandervoot Ave. Turns

	Old Tappan Rd. Westbound		Vandervoot Ave. Northbound			Old Tappan Rd. Eastbound		
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Total
*** BREAK ***								
08:30 AM	0	0	1	0	1	0	0	1
08:45 AM	1	1	1	0	1	2	2	4
Total	1	1	2	0	2	2	2	5
*** BREAK ***								
04:30 PM	0	0	0	1	1	1	1	2
04:45 PM	0	0	2	1	3	2	2	5
Total	0	0	2	2	4	3	3	7
05:00 PM	0	0	0	0	0	1	1	1
*** BREAK ***								
Total	0	0	0	0	0	1	1	1
Grand Total	1	1	4	2	6	6	6	13
Apprch %	100		66.7	33.3		100		
Total %	7.7	7.7	30.8	15.4	46.2	46.2	46.2	

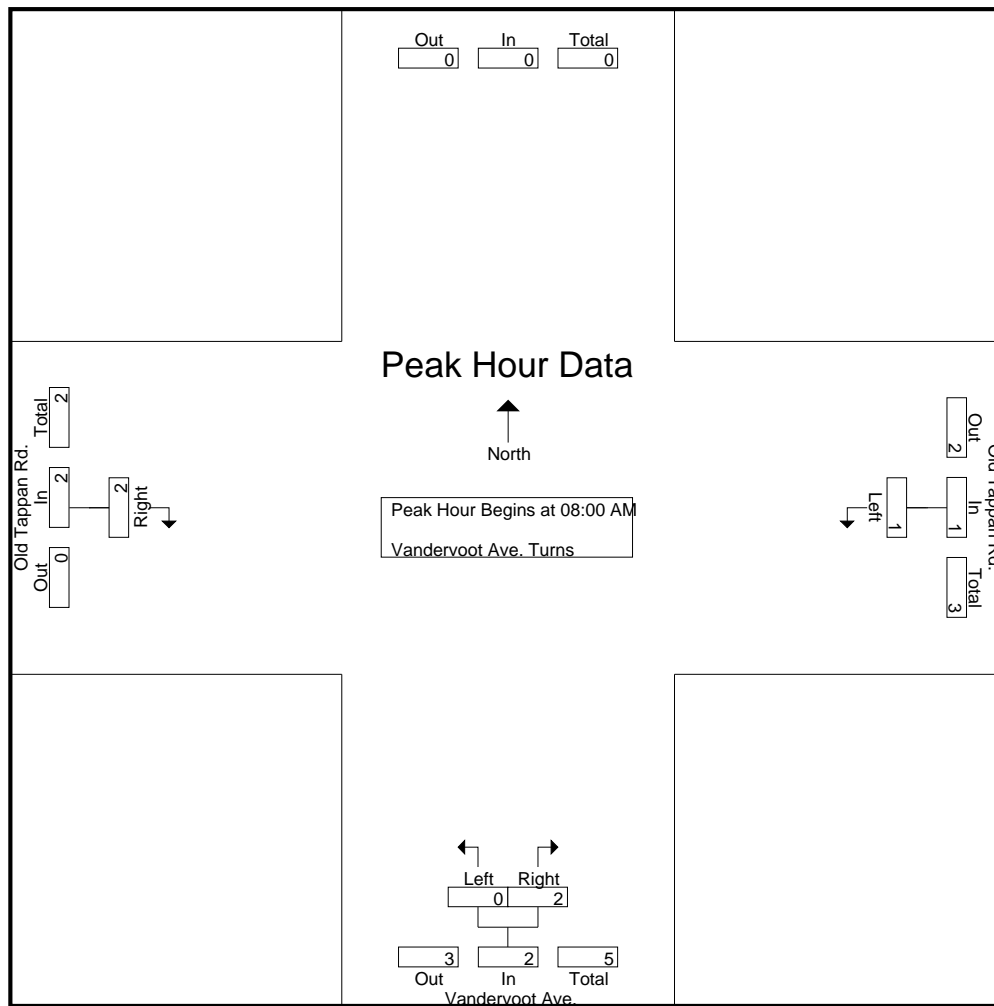
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Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1								
Peak Hour for Entire Intersection Begins at 08:00 AM								
08:00 AM	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	0	1
08:45 AM	1	1	1	0	1	2	2	4
Total Volume	1	1	2	0	2	2	2	5
% App. Total	100		100	0		100		
PHF	.250	.250	.500	.000	.500	.250	.250	.313



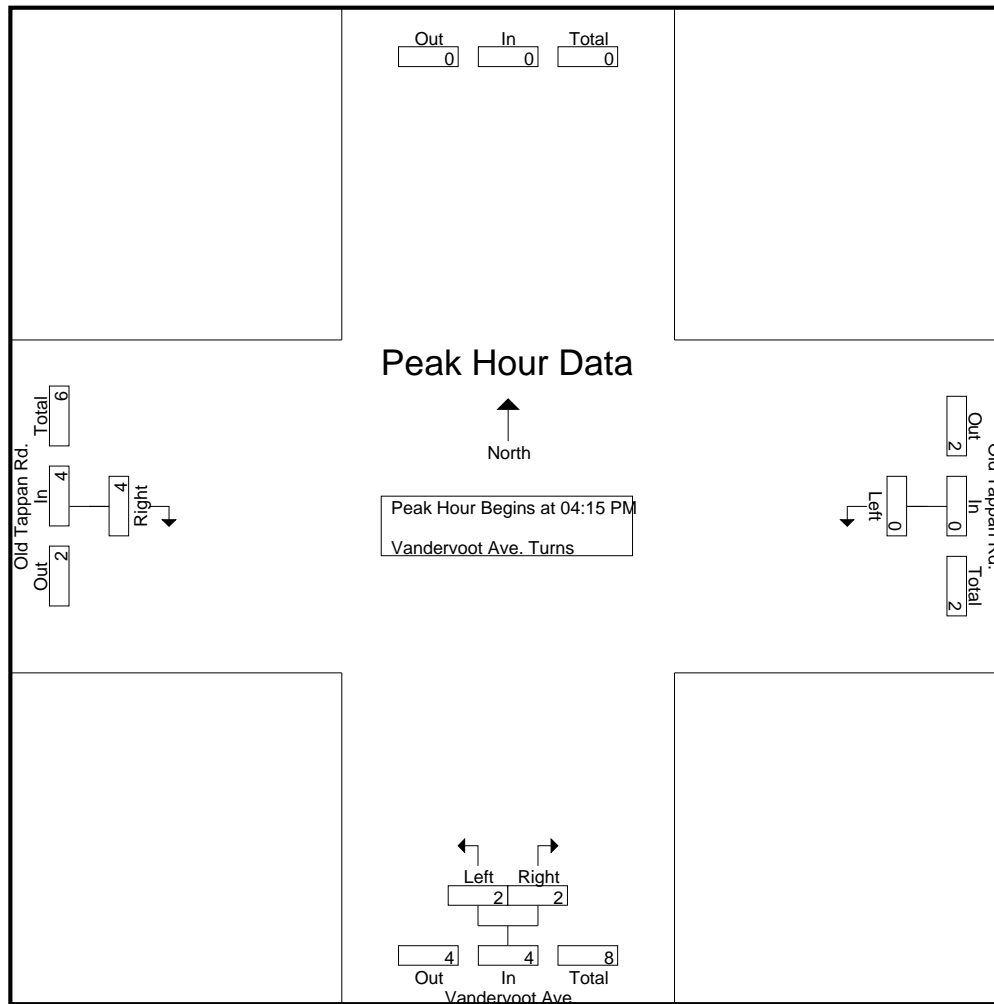
Shropshire Associates LLC




277 Whitehorse Pike, Suite 203
Atco, NJ 08004




N/S Route: Vandervoot Ave.
E/W Route: Old Tappan Rd.
Old Tappan/Bergen County/NJ
Thursday/Cloudy/EM/T-2538




File Name : 21020002 - Vandervoot Ave.
Site Code : 21020002
Start Date : 2/17/2022
Page No : 3




	Old Tappan Rd. Westbound		Vandervoot Ave. Northbound			Old Tappan Rd. Eastbound		
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1								
Peak Hour for Entire Intersection Begins at 04:15 PM								
04:15 PM	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	1	1	1	2
04:45 PM	0	0	2	1	3	2	2	5
05:00 PM	0	0	0	0	0	1	1	1
Total Volume	0	0	2	2	4	4	4	8
% App. Total	0		50	50		100		
PHF	.000	.000	.250	.500	.333	.500	.500	.400






Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	607	41	51	431	8	91
Future Vol, veh/h	607	41	51	431	8	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	660	45	55	468	9	99
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	705	0	1261	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	578	-
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	-	-	893	-	188	449
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	893	-	172	449
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	514	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		17.4	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	397	-	-	893	-	
HCM Lane V/C Ratio	0.271	-	-	0.062	-	
HCM Control Delay (s)	17.4	-	-	9.3	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	696	2	1	482	0	2
Future Vol, veh/h	696	2	1	482	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	757	2	1	524	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	759	0	1284	758
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	526	-
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	-	-	852	-	182	407
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	852	-	182	407
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	592	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		13.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	407	-	-	852	-	
HCM Lane V/C Ratio	0.005	-	-	0.001	-	
HCM Control Delay (s)	13.9	-	-	9.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	426	20	25	576	4	50
Future Vol, veh/h	426	20	25	576	4	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	463	22	27	626	4	54
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	485	0	1154	474
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	680	-
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	-	-	1078	-	218	590
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	210	590
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	484	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		12.8	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	520	-	-	1078	-	
HCM Lane V/C Ratio	0.113	-	-	0.025	-	
HCM Control Delay (s)	12.8	-	-	8.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	




Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	472	4	0	599	2	2
Future Vol, veh/h	472	4	0	599	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	513	4	0	651	2	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	517	0	1166	515
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	651	-
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	-	-	1049	-	214	560
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1049	-	214	560
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	519	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		16.8	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	310	-	-	1049	-	
HCM Lane V/C Ratio	0.014	-	-	-	-	
HCM Control Delay (s)	16.8	-	-	0	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	




Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	658	43	54	493	8	93
Future Vol, veh/h	658	43	54	493	8	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	715	47	59	536	9	101

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	762	0	1393
Stage 1	-	-	-	-	739
Stage 2	-	-	-	-	654
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	850	-	156
Stage 1	-	-	-	-	472
Stage 2	-	-	-	-	517
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	850	-	141
Mov Cap-2 Maneuver	-	-	-	-	141
Stage 1	-	-	-	-	472
Stage 2	-	-	-	-	466

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	-	-	850	-
HCM Lane V/C Ratio	0.304	-	-	0.069	-
HCM Control Delay (s)	19.3	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-




Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	751	2	1	546	0	2
Future Vol, veh/h	751	2	1	546	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	816	2	1	593	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	818	0	1412	817
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	595	-
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	-	-	810	-	152	376
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	810	-	152	376
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	550	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	376	-	-	810	-	
HCM Lane V/C Ratio	0.006	-	-	0.001	-	
HCM Control Delay (s)	14.6	-	-	9.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	497	21	26	646	4	51
Future Vol, veh/h	497	21	26	646	4	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	540	23	28	702	4	55

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	563	0	1310
Stage 1	-	-	-	-	552
Stage 2	-	-	-	-	758
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1008	-	175
Stage 1	-	-	-	-	577
Stage 2	-	-	-	-	463
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1008	-	167
Mov Cap-2 Maneuver	-	-	-	-	167
Stage 1	-	-	-	-	577
Stage 2	-	-	-	-	442

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14
HCM LOS			B




Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	460	-	-	1008	-
HCM Lane V/C Ratio	0.13	-	-	0.028	-
HCM Control Delay (s)	14	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	545	4	0	670	2	2
Future Vol, veh/h	545	4	0	670	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	592	4	0	728	2	2




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	596
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	980
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	980
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	258	-	-	980	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	19.2	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	665	43	54	496	8	93
Future Vol, veh/h	665	43	54	496	8	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	723	47	59	539	9	101
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	770	0	1404	747
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	657	-
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	-	-	844	-	154	413
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	844	-	139	413
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	464	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		19.5	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	357	-	-	844	-	
HCM Lane V/C Ratio	0.308	-	-	0.07	-	
HCM Control Delay (s)	19.5	-	-	9.6	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-	

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	751	2	1	546	5	0	0	2	4	0	3
Future Vol, veh/h	7	751	2	1	546	5	0	0	2	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	816	2	1	593	5	0	0	2	4	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	598	0	0	818	0	0	1432	1433	817	1432	1432	596
Stage 1	-	-	-	-	-	-	833	833	-	598	598	-
Stage 2	-	-	-	-	-	-	599	600	-	834	834	-
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	979	-	-	810	-	-	112	134	376	112	134	504
Stage 1	-	-	-	-	-	-	363	384	-	489	491	-
Stage 2	-	-	-	-	-	-	488	490	-	362	383	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	979	-	-	810	-	-	110	132	376	110	132	504
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	132	-	110	132	-
Stage 1	-	-	-	-	-	-	358	378	-	482	490	-
Stage 2	-	-	-	-	-	-	484	489	-	355	377	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			14.6			27.9		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	376	979	-	-	810	-	-	165				
HCM Lane V/C Ratio	0.006	0.008	-	-	0.001	-	-	0.046				
HCM Control Delay (s)	14.6	8.7	0	-	9.4	0	-	27.9				
HCM Lane LOS	B	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	501	21	26	655	4	51
Future Vol, veh/h	501	21	26	655	4	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	545	23	28	712	4	55
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	568	0	1325	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	768	-
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	-	-	1004	-	172	530
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	458	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1004	-	164	530
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	437	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		14.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	456	-	-	1004	-	
HCM Lane V/C Ratio	0.131	-	-	0.028	-	
HCM Control Delay (s)	14.1	-	-	8.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	545	4	0	670	6	2	0	2	7	0	9
Future Vol, veh/h	4	545	4	0	670	6	2	0	2	7	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	592	4	0	728	7	2	0	2	8	0	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	735	0	0	596	0	0	1339	1337	594	1335	1336	732
Stage 1	-	-	-	-	-	-	602	602	-	732	732	-
Stage 2	-	-	-	-	-	-	737	735	-	603	604	-
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	870	-	-	980	-	-	130	153	505	131	153	421
Stage 1	-	-	-	-	-	-	486	489	-	413	427	-
Stage 2	-	-	-	-	-	-	410	425	-	486	488	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	870	-	-	980	-	-	126	152	505	130	152	421
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	152	-	130	152	-
Stage 1	-	-	-	-	-	-	483	486	-	410	427	-
Stage 2	-	-	-	-	-	-	400	425	-	481	485	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			23.2			23.4		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	202	870	-	-	980	-	-	213				
HCM Lane V/C Ratio	0.022	0.005	-	-	-	-	-	0.082				
HCM Control Delay (s)	23.2	9.2	0	-	0	-	-	23.4				
HCM Lane LOS	C	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3				