

HCM 6th TWSC
3: Center Street & Grove Street

Existing 2022 AM Peak Hour LOS
09/14/2022 7:15 am

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	312	104	3	4	13
Future Vol, veh/h	33	312	104	3	4	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	89	89	53	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	363	117	3	8	25
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	120	0	-	0	558	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	439	-
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	1468	-	-	-	491	933
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1468	-	-	-	475	933
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	650	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		9.9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1468	-	-	-	760	
HCM Lane V/C Ratio	0.026	-	-	-	0.042	
HCM Control Delay (s)	7.5	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	180	348	4	5	22
Future Vol, veh/h	10	180	348	4	5	22
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	81	81	87	87	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	222	400	5	6	29
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	405	0	-	0	649	403
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	246	-
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	1154	-	-	-	434	647
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1154	-	-	-	429	647
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	795	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		11.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1154	-	-	-	591	
HCM Lane V/C Ratio	0.011	-	-	-	0.059	
HCM Control Delay (s)	8.2	0	-	-	11.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC
3: Center Street & Route 139

Existing 2022 AM Peak Hour LOS
09/15/2022 7:15 am

Intersection						
Int Delay, s/veh	20.3					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	566	9	126	374	9	342
Future Vol, veh/h	566	9	126	374	9	342
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	77	77	92	92	89	89
Heavy Vehicles, %	6	6	5	5	4	4
Mvmt Flow	735	12	137	407	10	384
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	747	0	1422	741
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	681	-
Critical Hdwy	-	-	4.15	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.245	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	848	-	148	413
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	848	-	117	413
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	395	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		2.5		83.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	388	-	-	848	-	
HCM Lane V/C Ratio	1.016	-	-	0.162	-	
HCM Control Delay (s)	83.2	-	-	10.1	0	
HCM Lane LOS	F	-	-	B	A	
HCM 95th %tile Q(veh)	12.6	-	-	0.6	-	

HCM 6th TWSC
3: Center Street & Route 139

Existing 2022 PM Peak Hour LOS
09/13/2022 4:00 pm

Intersection						
Int Delay, s/veh	7.7					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	567	12	318	577	7	212
Future Vol, veh/h	567	12	318	577	7	212
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	93	93	96	96	83	83
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	610	13	331	601	8	255
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	623	0	1880	617
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	1263	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	958	-	78	488
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	265	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	958	-	38	488
Mov Cap-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	127	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		3.8		39.7	
HCM LOS	E					
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	354	-	-	958	-	
HCM Lane V/C Ratio	0.745	-	-	0.346	-	
HCM Control Delay (s)	39.7	-	-	10.7	0	
HCM Lane LOS	E	-	-	B	A	
HCM 95th %tile Q(veh)	5.8	-	-	1.6	-	

HCM 6th TWSC
3: Town Hall/Center Street & Route 139

Existing 2022 AM LOS
09/29/2022 7:30 am

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	1	455	3	1	422	2	0	1	1	39	0	61
Future Vol, veh/h	1	455	3	1	422	2	0	1	1	39	0	61
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	91	91	91	81	81	81	50	50	50	85	85	85
Heavy Vehicles, %	6	6	6	9	9	9	0	0	0	3	3	3
Mvmt Flow	1	500	3	1	521	2	0	2	2	46	0	72
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	523	0	0	503	0	0	1064	1029	502	1030	1029	522
Stage 1	-	-	-	-	-	-	504	504	-	524	524	-
Stage 2	-	-	-	-	-	-	560	525	-	506	505	-
Critical Hdwy	4.16	-	-	4.19	-	-	7.1	6.5	6.2	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Follow-up Hdwy	2.254	-	-	2.281	-	-	3.5	4	3.3	3.527	4.027	3.327
Pot Cap-1 Maneuver	1023	-	-	1026	-	-	202	236	573	211	233	553
Stage 1	-	-	-	-	-	-	554	544	-	535	528	-
Stage 2	-	-	-	-	-	-	516	533	-	547	539	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1026	-	-	176	236	573	209	233	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	176	236	-	209	233	-
Stage 1	-	-	-	-	-	-	553	543	-	534	527	-
Stage 2	-	-	-	-	-	-	449	532	-	543	538	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			15.9			21.3		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	334	1023	-	-	1026	-	-	337				
HCM Lane V/C Ratio	0.012	0.001	-	-	0.001	-	-	0.349				
HCM Control Delay (s)	15.9	8.5	0	-	8.5	0	-	21.3				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	1.5				

HCM 6th TWSC
3: Town Hall/Center Street & Route 139

Existing 2022 PM LOS
09/13/2022 4:00 pm

Intersection												
Int Delay, s/veh	30.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	677	1	1	733	5	1	0	1	44	1	146
Future Vol, veh/h	83	677	1	1	733	5	1	0	1	44	1	146
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	88	88	88	92	92	92	25	25	25	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	769	1	1	797	5	4	0	4	51	1	168
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	802	0	0	770	0	0	1844	1762	770	1762	1760	800
Stage 1	-	-	-	-	-	-	958	958	-	802	802	-
Stage 2	-	-	-	-	-	-	886	804	-	960	958	-
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	822	-	-	844	-	-	58	84	401	66	84	385
Stage 1	-	-	-	-	-	-	309	336	-	378	396	-
Stage 2	-	-	-	-	-	-	339	396	-	308	336	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	822	-	-	844	-	-	27	67	401	55	67	385
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	67	-	55	67	-
Stage 1	-	-	-	-	-	-	247	269	-	302	395	-
Stage 2	-	-	-	-	-	-	190	395	-	244	269	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0			88.3			255.8		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	51	822	-	-	844	-	-	160				
HCM Lane V/C Ratio	0.157	0.115	-	-	0.001	-	-	1.372				
HCM Control Delay (s)	88.3	9.9	0	-	9.3	0	-	255.8				
HCM Lane LOS	F	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	0.5	0.4	-	-	0	-	-	13.5				

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	20	574	9	1	315	7	3	9	23	2	2	13
Future Vol, veh/h	20	574	9	1	315	7	3	9	23	2	2	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	87	87	87	87	87	87	80	80	80	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	660	10	1	362	8	4	11	29	3	3	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	370	0	0	670	0	0	1090	1083	665	1099	1084	366
Stage 1	-	-	-	-	-	-	711	711	-	368	368	-
Stage 2	-	-	-	-	-	-	379	372	-	731	716	-
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	1189	-	-	920	-	-	193	217	460	190	217	679
Stage 1	-	-	-	-	-	-	424	436	-	652	621	-
Stage 2	-	-	-	-	-	-	643	619	-	413	434	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1189	-	-	920	-	-	181	210	460	167	210	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	210	-	167	210	-
Stage 1	-	-	-	-	-	-	411	422	-	632	620	-
Stage 2	-	-	-	-	-	-	622	618	-	365	421	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	18	14.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	320	1189	-	-	920	-	-	418
HCM Lane V/C Ratio	0.137	0.019	-	-	0.001	-	-	0.057
HCM Control Delay (s)	18	8.1	0	-	8.9	0	-	14.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.2

HCM 6th TWSC
3: Grove Street & Route 139

2022 PM Peak LOS
10/18/2022 4:00 pm

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	12	521	16	7	611	13	2	2	13	1	12	41
Future Vol, veh/h	12	521	16	7	611	13	2	2	13	1	12	41
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	97	97	97	92	92	92	71	71	71	82	82	82
Heavy Vehicles, %	2	2	2	4	4	4	5	5	5	4	4	4
Mvmt Flow	12	537	16	8	664	14	3	3	18	1	15	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	678	0	0	553	0	0	1289	1263	545	1267	1264	671
Stage 1	-	-	-	-	-	-	569	569	-	687	687	-
Stage 2	-	-	-	-	-	-	720	694	-	580	577	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	914	-	-	1007	-	-	139	167	532	144	168	453
Stage 1	-	-	-	-	-	-	502	501	-	434	444	-
Stage 2	-	-	-	-	-	-	414	440	-	497	498	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	914	-	-	1007	-	-	112	162	532	134	163	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	162	-	134	163	-
Stage 1	-	-	-	-	-	-	492	491	-	426	438	-
Stage 2	-	-	-	-	-	-	351	434	-	468	489	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			17.5			19.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	914	-	-	1007	-	-	315
HCM Lane V/C Ratio	0.077	0.014	-	-	0.008	-	-	0.209
HCM Control Delay (s)	17.5	9	0	-	8.6	0	-	19.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.8

Intersection						
Int Delay, s/veh	170.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	251	587	373	305	99	88
Future Vol, veh/h	251	587	373	305	99	88
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	88	88	81	81	84	84
Heavy Vehicles, %	7	7	3	3	8	8
Mvmt Flow	285	667	460	377	118	105
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	837	0	-	0	1886	649
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	1237	-
Critical Hdwy	4.17	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.263	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	776	-	-	-	~ 75	459
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	266	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	776	-	-	-	~ 31	459
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	266	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.7	0		\$ 1523.9		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	776	-	-	-	55	
HCM Lane V/C Ratio	0.368	-	-	-	4.048	
HCM Control Delay (s)	12.3	0	-	-	\$ 1523.9	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	1.7	-	-	-	24.4	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	320.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	211	564	552	222	155	264
Future Vol, veh/h	211	564	552	222	155	264
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	93	93	95	95	88	88
Heavy Vehicles, %	7	7	3	3	2	2
Mvmt Flow	227	606	581	234	176	300
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	815	0	-	0	1758	698
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	1060	-
Critical Hdwy	4.17	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	791	-	-	-	~ 93	440
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	791	-	-	-	~ 53	440
Mov Cap-2 Maneuver	-	-	-	-	~ 53	-
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	333	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.1	0		\$ 1425		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	791	-	-	-	119	
HCM Lane V/C Ratio	0.287	-	-	-	4.001	
HCM Control Delay (s)	11.4	0	-	-	\$ 1425	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	1.2	-	-	-	48.3	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						