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February 14, 2022

Mr. Jeffrey J. Wyszynski  
Principal  
Tecton Architects  
One Hartford Square West  
Hartford, CT 06106

**RE: Traffic Impact Study  
Latimer Lane School  
33 Mountain View Drive  
Simsbury, Connecticut  
SLR #141.14885.00037**

Dear Mr. Wyszynski:

At your request, we have undertaken this study to evaluate traffic aspects associated with the proposed renovations of the Latimer Lane elementary school located at 33 Mountain View Drive in Weatogue, Simsbury, Connecticut. The proposed renovations will primarily affect the school building and outdoor recreational areas; the internal site circulation will remain generally the same as exists today. The Latimer Lane elementary school is projected to increase from 436 students to 522 students in kindergarten through sixth grade.

The work comprising the study consisted of several tasks including field reconnaissance, data collection, review of roadway and traffic conditions, estimation of new school-generated traffic volumes, and assessment of future traffic operations at key intersections. **Figure 1** shows the site location and surrounding roadway network.

## **EXISTING SCHOOL**

The site is located at 33 Mountain View Drive, at the northwest corner of Mountain View Drive and Latimer Lane, and is currently occupied by the existing school building, school parking lots, and adjacent recreational fields.

Latimer Lane School is an elementary school that is occupied by approximately 75 staff members and 436 students in kindergarten through sixth grade during the 2021-2022 school year. The school hours are 8:00 a.m. to 3:05 p.m. The school has an after-care program that houses approximately 50 students, which runs until 5:30 p.m.

It is our understanding that during the 2021-2022 school year, approximately 35 to 40 percent of students are dropped off and picked up, 55 percent are bussed, and the remaining 5 to 10 percent walk or bike to and from school. Pre-pandemic, the percentage of students who were dropped off and picked up was closer to 15 to 20 percent, while 75 percent of students were bussed. The school is currently serviced by 10 full-size buses and three small buses/vans.

Site access is available via several driveways at Mountain View Drive. The northernmost school driveway is two-way and provides access to the main parking lot; parent pick-up and drop-off take place in the main parking lot, where vehicles queue in a loop through the parking lot. There is internal site signage that restricts vehicles from turning left out of the main school driveway from 7:55 a.m. to 8:15 a.m. and 2:50 p.m. to 3:10 p.m.

Additionally, the school has a one-way bus loop with separate entrance and exit driveways, both at Mountain View Drive; the entrance driveway to the bus loop is directly south of the main school driveway. The bus loop has signage to restrict non-bus vehicles from entering from 7:45 a.m. to 8:15 a.m. and 2:45 p.m. to 3:15 p.m. on school days. The secondary school parking lot is accessible via a two-way driveway at Mountain View Drive. This school parking lot is also internally connected to both the bus loop and the main site driveway, although there is a “Do Not Enter” sign preventing vehicles from exiting the secondary parking lot into either the bus loop or the main site driveway.

### **Arrival and Dismissal**

Arrival and dismissal were observed on Thursday, September 30, 2021. During arrival and dismissal, parent vehicles use the main site driveway and circulate through the main parking lot. The parent and bus traffic are kept separate, as parent vehicles are encouraged to approach from the north on Mountain View Drive and buses approach from the south on Mountain View Drive. Additionally, parent vehicles are restricted from turning left out of the main driveway during both pick-up and drop-off.

During drop-off, parent vehicles begin to queue around 7:45 a.m. At 8:00 a.m., the school opens and students are permitted to enter the school. During drop-off, the parent vehicle queue backed onto Mountain View Drive during peak traffic conditions. During pick-up, parent vehicles queue starting at 2:45 p.m. and students are released just before 3:00 p.m. There is room for approximately 43 parent vehicles in the pick-up queue, although only five to six vehicles are loaded with students at a time. According to the school, the parent queue regularly spills over onto Mountain View Drive before students are dismissed. By 3:05 p.m., all parent vehicles had cleared and all school buses had departed.

Several students are walked to and from school, although sidewalks are not present along Mountain View Drive.

### **SITE ENVIRONS**

The key intersections at and surrounding the site that have been analyzed as part of this study are as follows:

1. Mountain View Drive at main school driveway
2. Mountain View Drive at school bus loop
3. Mountain View Drive at Parsons Drive/secondary school driveway
4. Mountain View Drive at Latimer Lane

All study intersections are unsignalized.

**Mountain View Drive** is classified by the Connecticut Department of Transportation (CTDOT) as an urban local road and runs approximately north/south with one lane in each direction. The posted speed limit is 25 miles per hour (mph). Mountain View Drive starts at Deer Park Road to the north and ends at Latimer Lane to the south. There are no sidewalks present along either side of Mountain View Drive, except along the eastern site frontage, south of the bus loop exit driveway. There is a crosswalk across the north leg of the intersection of Mountain View Drive at the main school driveway.

**Latimer Lane** is an urban collector road that runs approximately east/west with one lane in each direction. The posted speed limit is 25 mph. There are sidewalks present along the north side of Latimer Lane, along the school's southern site frontage. There are crosswalks across the north and east legs of the all-way-stop-controlled intersection of Latimer Lane at Mountain View Drive.

We understand that a Sidewalk & Curb Ramp Assessment for the Town of Simsbury, dated July 22, 2019, was prepared by BETA. These plans include updating the sidewalks and curb ramps along Latimer Lane, including along the school's site frontage just west of Mountain View Drive. We have not reviewed the detailed plans but feel that an enhancement of the pedestrian environment is important and beneficial to the school.

### **Crash Data Summary**

Data on traffic crashes near the site for the recent 3-year period of January 1, 2018, to December 1, 2021, was obtained via the Connecticut Crash Data Repository. One crash was reported within the study area during this period, in which a delivery vehicle turning into the school hit a utility pole, resulting in property damage only.

### **Existing Traffic Volumes**

Traffic counts were conducted at the study intersections on Thursday, September 30, 2021, and Wednesday, November 10, 2021, from 7:00 a.m. to 9:00 a.m. and 2:30 p.m. to 6:00 p.m. The peak hours were found to be 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. **Figure 2** shows the existing peak-hour traffic volumes. These volumes were balanced between intersections and can be seen in **Figure 3** as the adjusted traffic volumes.

The existing Latimer Lane School driveway volumes were also extracted from the traffic counts. It was found that 293 vehicles entered or exited the site during the arrival peak hour and 189 exited or entered at dismissal. We estimate that there were 112 vehicles that dropped students off in the morning during the peak hour and 68 that picked up students during the dismissal peak hour. In Table 1, the breakdown by peak hour for parents, staff, and buses is provided.

**TABLE 1**  
**Site-Generated Traffic Estimates**  
**2021-2022 School Year**

TRIP TYPE	WEEKDAY MORNING PEAK HOUR			WEEKDAY AFTERNOON PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Parent Cars	112	112	224	68	68	136
Staff Cars	43	0	43	0	27	27
Buses	13	13	26	13	13	26
<b>TOTAL</b>	<b>168</b>	<b>125</b>	<b>293</b>	<b>81</b>	<b>108</b>	<b>189</b>

Parking observations were also made on the day of the counts. In total, there were 59 vehicles parked on site after 9:00 a.m. (once drop-off had ended and school had begun) and 55 vehicles parked on site before 2:30 p.m. (before dismissal). This equates to a parking demand of approximately 0.8 parked vehicles per staff member.

#### **PROPOSED RENOVATIONS AND FUTURE SCHOOL OPERATIONS**

In the future, the school enrollment is projected to increase from 436 students and 75 staff members to approximately 522 students and 85 staff members by the 2027-2028 school year. No additional grade levels will be added and the number of school buses will remain the same.

In order to better accommodate parent queues during morning drop-off, which currently back onto Mountain View Drive, it is recommended that the school consider allowing students into the building 15 minutes earlier, in order to spread out the school drop-off traffic over a larger time period.

Site access will remain the same as exists today, where the main parking lot, secondary parking lot, and bus loop all have access via Mountain View Drive. Internal to the site, the parking areas and bus loop will all remain in the same locations, although the parking areas will be restriped and slightly reconfigured. The parking supply will increase slightly from 92 spaces to 94 spaces. Based on the existing parking demand of 0.8 spaces per staff member, the future parking demand for 90 staff members is approximately 70 parked vehicles; the proposed 94 spaces is expected to comfortably accommodate future parking demands.

To further evaluate the parking supply, we reviewed the Institute of Transportation Engineers (ITE) *Parking Generation Manual*<sup>1</sup>. Based on the ITE data for Land Use Code (LUC) #520, Elementary School, the parking demand for 90 staff members is expected to be 86 parked vehicles, below the 94 proposed spaces.

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<sup>1</sup> *Parking Generation, 5th Edition*—Institute of Transportation Engineers, 2019

## SITE-GENERATED TRAFFIC

New peak-hour trips that are expected to be generated by the proposed school were estimated by expanding the existing school-related traffic based on the anticipated enrollment of the new elementary school (enrollment will increase by a factor of 1.2 and teachers will increase by a factor of 1.15). Both the parent and teacher vehicle volumes were multiplied by a factor of 1.2 to estimate the new traffic that will be added as a result of the proposed school. Table 2 summarizes the estimated site-generated traffic for the 2027-2028 school year during the study peak hours.

**TABLE 2**  
**Site-Generated Traffic Estimates**  
**2027-2028 School Year**

TRIP TYPE	WEEKDAY MORNING PEAK HOUR			WEEKDAY AFTERNOON PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Parent Cars	135	135	270	80	80	160
Staff Cars	50	0	50	0	30	30
Buses	13	13	26	13	13	26
<b>TOTAL</b>	<b>198</b>	<b>148</b>	<b>346</b>	<b>93</b>	<b>123</b>	<b>216</b>

The geographic distribution of the site-generated traffic was estimated based on review of the roadway traffic patterns at the study intersections. It is noted that all parent vehicles were assumed to approach from the north on Mountain View Drive and turn right into the main site driveway; upon exiting, all parent vehicles were assumed to turn right out of the site onto Mountain View Drive. Staff vehicles park in both the main parking lot and the secondary lot and used either of those driveways.

**Figure 4** shows the estimated site traffic distribution through the study intersections for the parent vehicles. **Figure 5** shows the estimated future parent vehicles based on this route distribution for the weekday morning and afternoon peak hours.

**Figure 6** shows the estimated site traffic distribution through the study intersections for the staff vehicles. **Figure 7** shows the estimated future staff vehicles based on this route distribution for the weekday morning and afternoon peak hours.

## FUTURE TRAFFIC VOLUMES

Future roadway traffic volumes were estimated both with and without the proposed renovations in place in order to determine possible traffic impacts. This proposed school is anticipated to open at full enrollment for the 2027-2028 school year.

The background traffic scenario is reflective of future conditions before the renovations are completed and was estimated by expanding the baseline (2021 adjusted) traffic volumes to the estimated opening year of 2027 using an annual growth rate of 0.8 percent, per input from CTDOT. Correspondence with the Town of Simsbury and CTDOT finds that there are no nearby upcoming developments that are anticipated to add traffic through the study area. The resultant 2027 estimated traffic volumes reflect conditions without the proposed school expansion and can be seen in **Figure 8** as the background traffic volumes.

The combined traffic scenario is reflective of future conditions after the proposed expansion is built and opened, and was estimated by adding the new site traffic generated by the proposed school to the future background traffic. The resultant estimated 2027 future combined traffic volumes are shown on **Figure 9**.

### **Intersection Capacity Analysis**

The future background and combined traffic scenarios were evaluated by means of capacity analysis techniques. These analyses were used to determine the quality of operations at the study intersections, and a comparison of background versus combined traffic operations allows for a determination of possible traffic impacts from the proposed development. The quality of operations is measured and expressed as a level of service (LOS). LOS is defined as a measure of inconvenience that motorists experience. The levels are expressed with letter designations of A through F. In most communities, LOS D or better during peak hours is considered acceptable. Table 3 summarizes the results of the capacity analysis. A more detailed explanation of LOS and the analysis worksheets are provided in the Appendix.

As can be seen, traffic conditions are expected to remain good at peak hour LOS B or better. With the exception of a minor downgrade from LOS A to B for the southbound and eastbound movements at the main school driveway during morning peak hour, due largely to the LOS A already being on the threshold with LOS B, there is expected to be no change in LOS for any of the individual movements. No traffic mitigation is necessary as part of this development.

**TABLE 3**  
**Capacity Analysis Summary**

MOVEMENTS	WEEKDAY MORNING PEAK HOUR		WEEKDAY AFTERNOON PEAK HOUR	
	BACKGROUND	COMBINED	BACKGROUND	COMBINED
<b>Unsignalized</b>				
<b>Mountain View Drive at main school driveway</b>				
Northbound Left/Through	A	A	A	A
Eastbound Left/Right	A	B	A	A
Southbound Through/Right	A	B	A	A
<b>Mountain View Drive at Parsons Drive/staff parking lot</b>				
Northbound Left	A	A	A	A
Eastbound Left/Through/Right	B	B	A	A
Westbound Left/Through/Right	B	B	B	B
Southbound Left	A	A	A	A
<b>Mountain View Drive at bus loop exit</b>				
Eastbound Left/Right	B	B	B	B
<b>Mountain View Drive at Latimer Lane</b>				
Eastbound Left/Through	A	A	A	A
Westbound Through/Right	A	A	A	A
Southbound Left/Right	A	A	A	A

**CONCLUSION AND RECOMMENDATIONS**

This study was conducted to assess the traffic impact of the proposed renovations to Latimer Lane School in Simsbury. To determine a profile of existing conditions, detailed field reconnaissance and data assembly efforts were undertaken. The new traffic that will be generated by the school renovations was estimated based on travel patterns at the existing Latimer Lane School and intersection capacity analyses were performed comparing existing and future conditions at and near the site. The recommendations regarding Latimer Lane School are as follows:

- In the mornings, the school should consider allowing students into the building 15 minutes earlier, in order to spread out the school drop-off traffic over a larger time period
- To prevent conflict between buses and parent vehicles entering the school during pick-up and drop-off, parent vehicles should continue to queue along Mountain View Drive north of the school. The school should consider routinely stationing staff members at the school’s main driveway to prevent any parent vehicles from entering the school from the south via Mountain View Drive.

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We hope this report is useful to you and the Town of Simsbury. If you have any questions or need anything further, please do not hesitate to contact the undersigned.

Sincerely,

**SLR International Corporation**

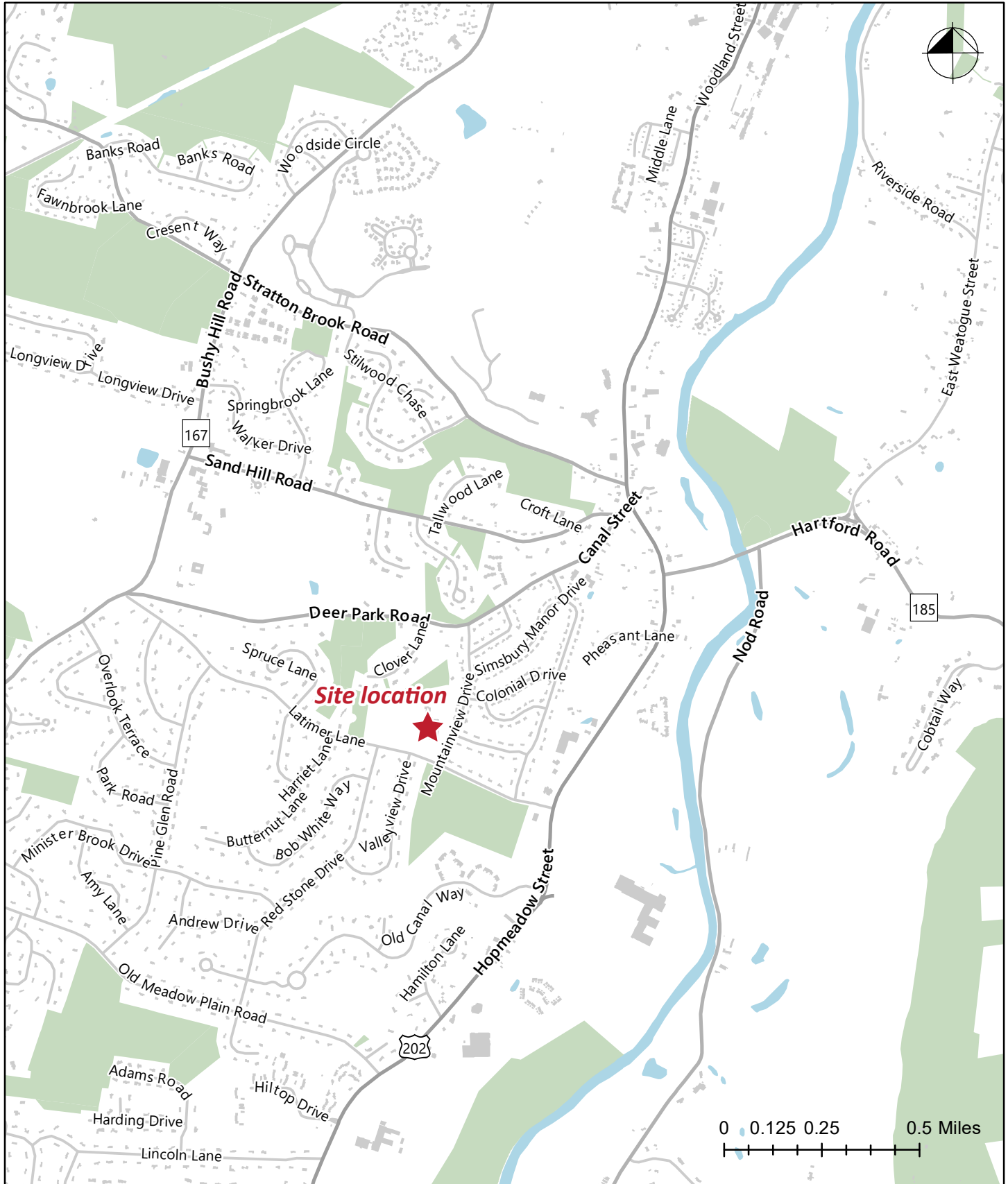


David G. Sullivan, PE  
U.S. Manager of Traffic & Transportation Planning

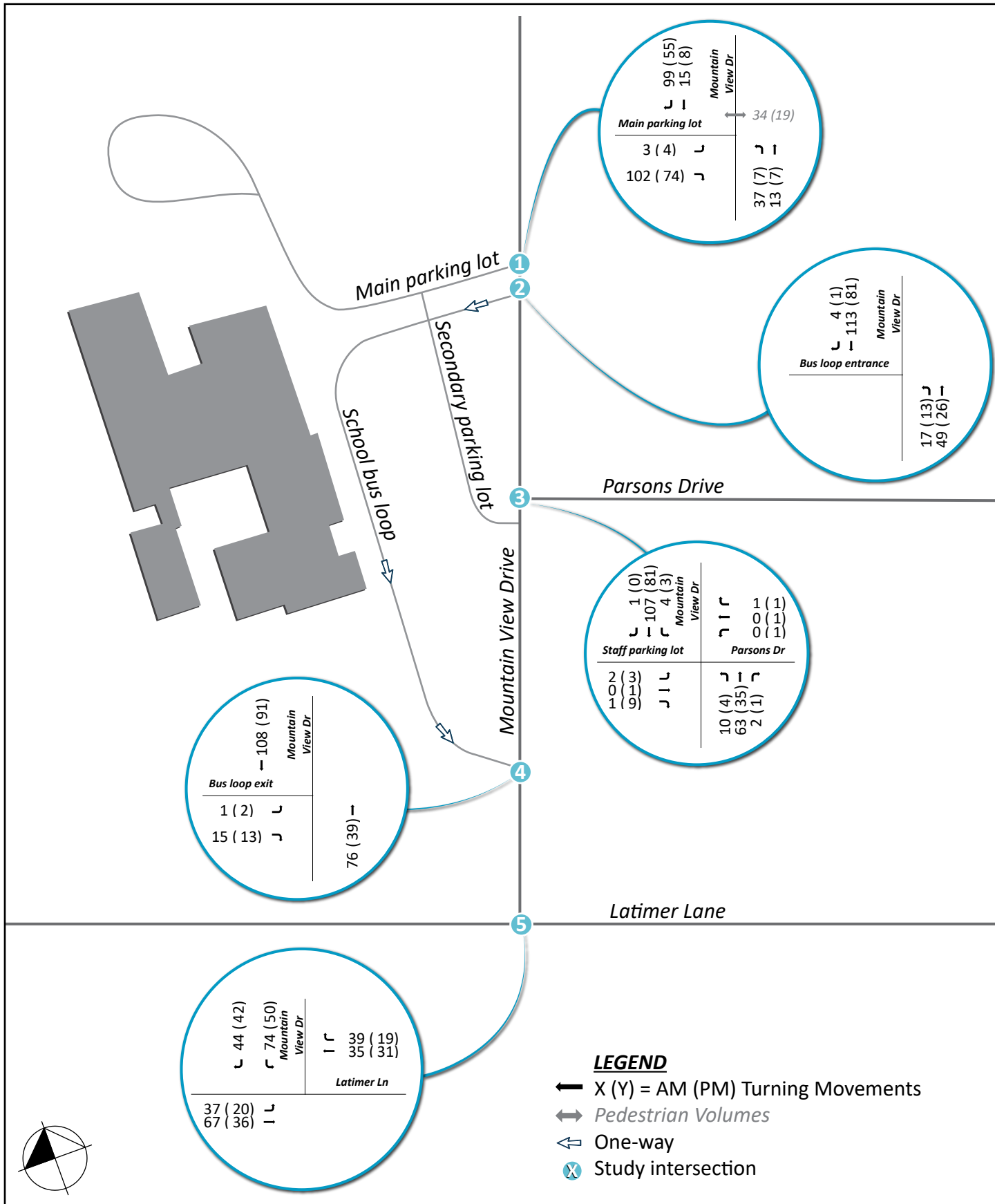
Enclosures

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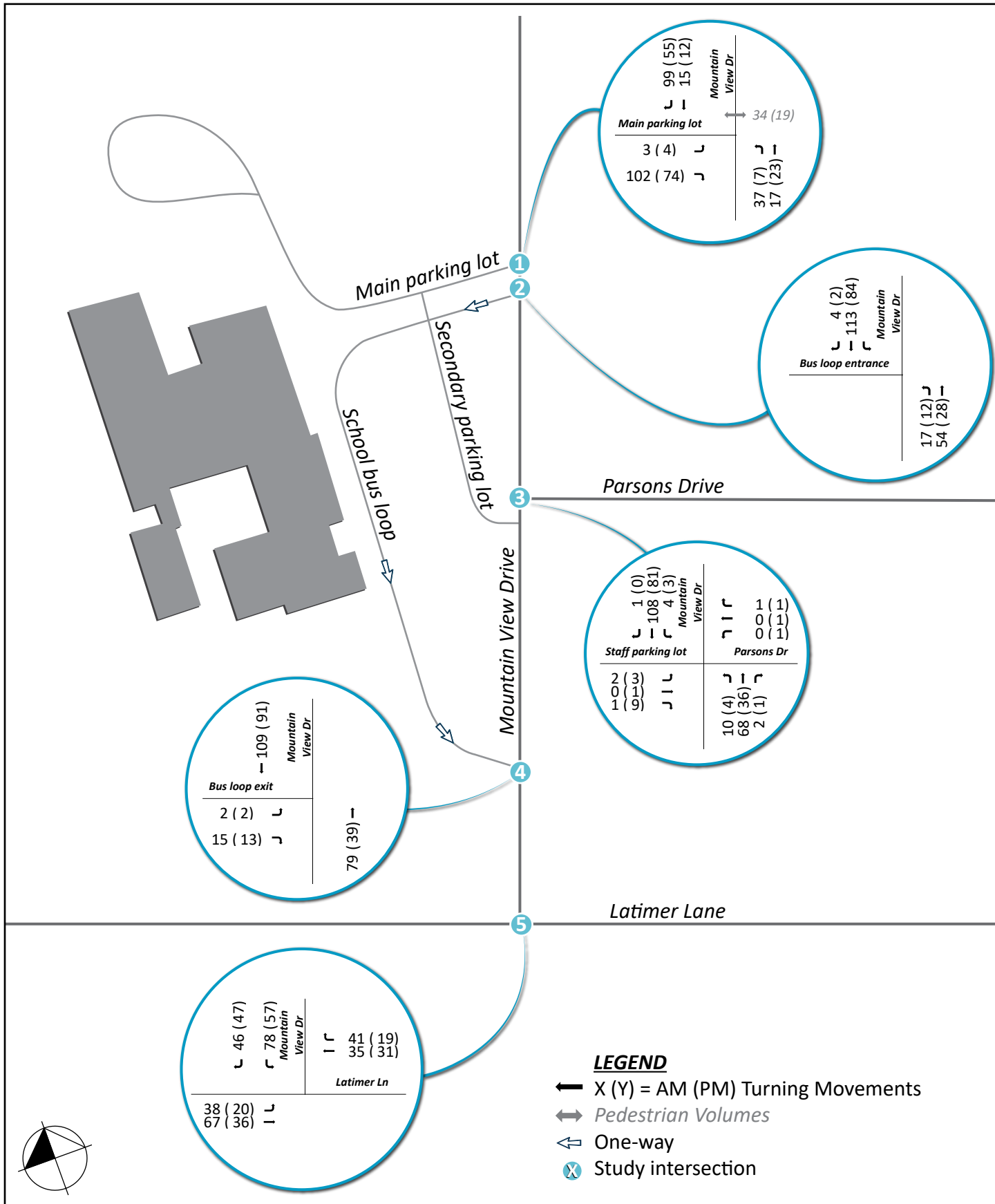




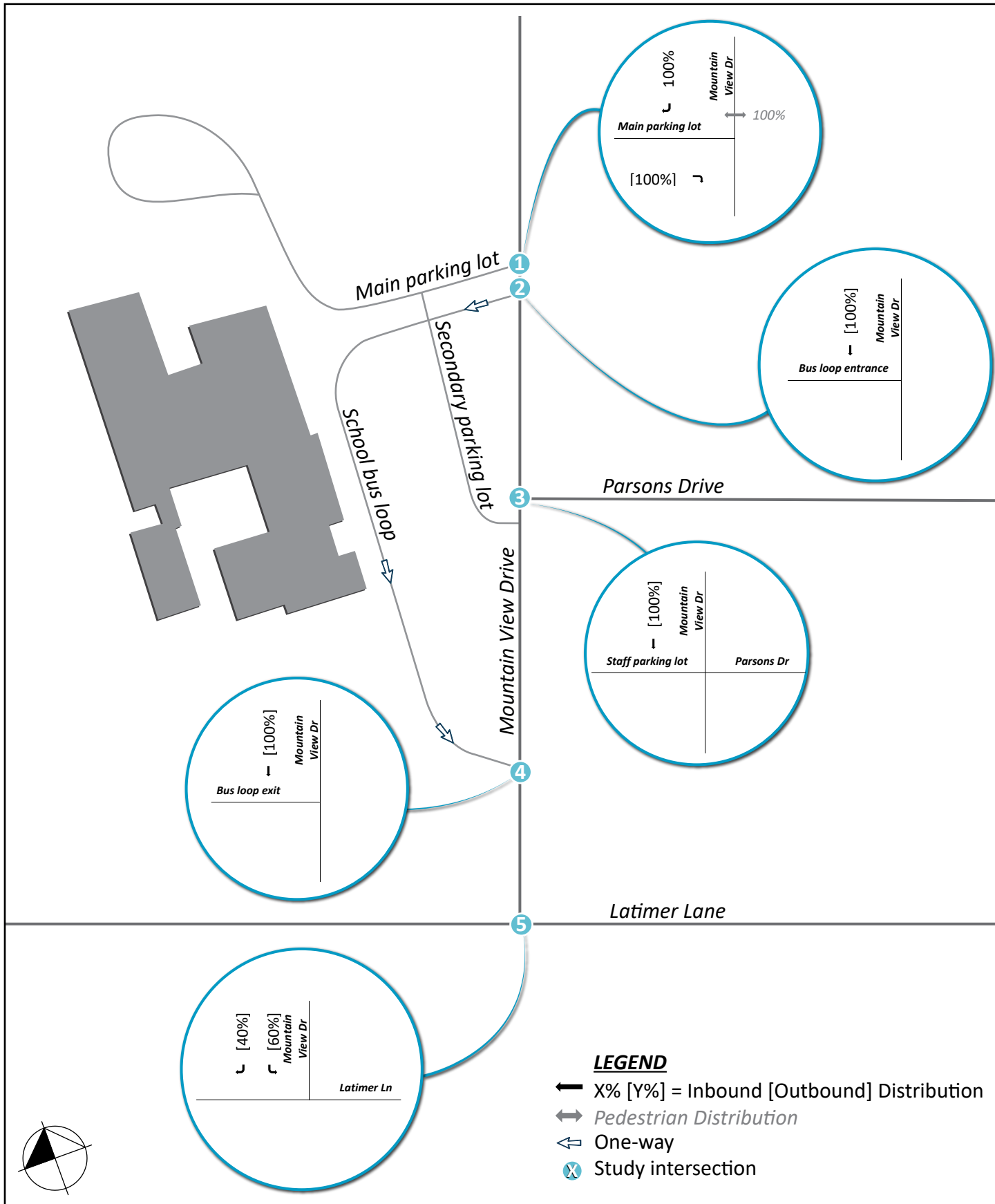
**FIGURE 1**  
SITE LOCATION AND SURROUNDING ROADWAY NETWORK



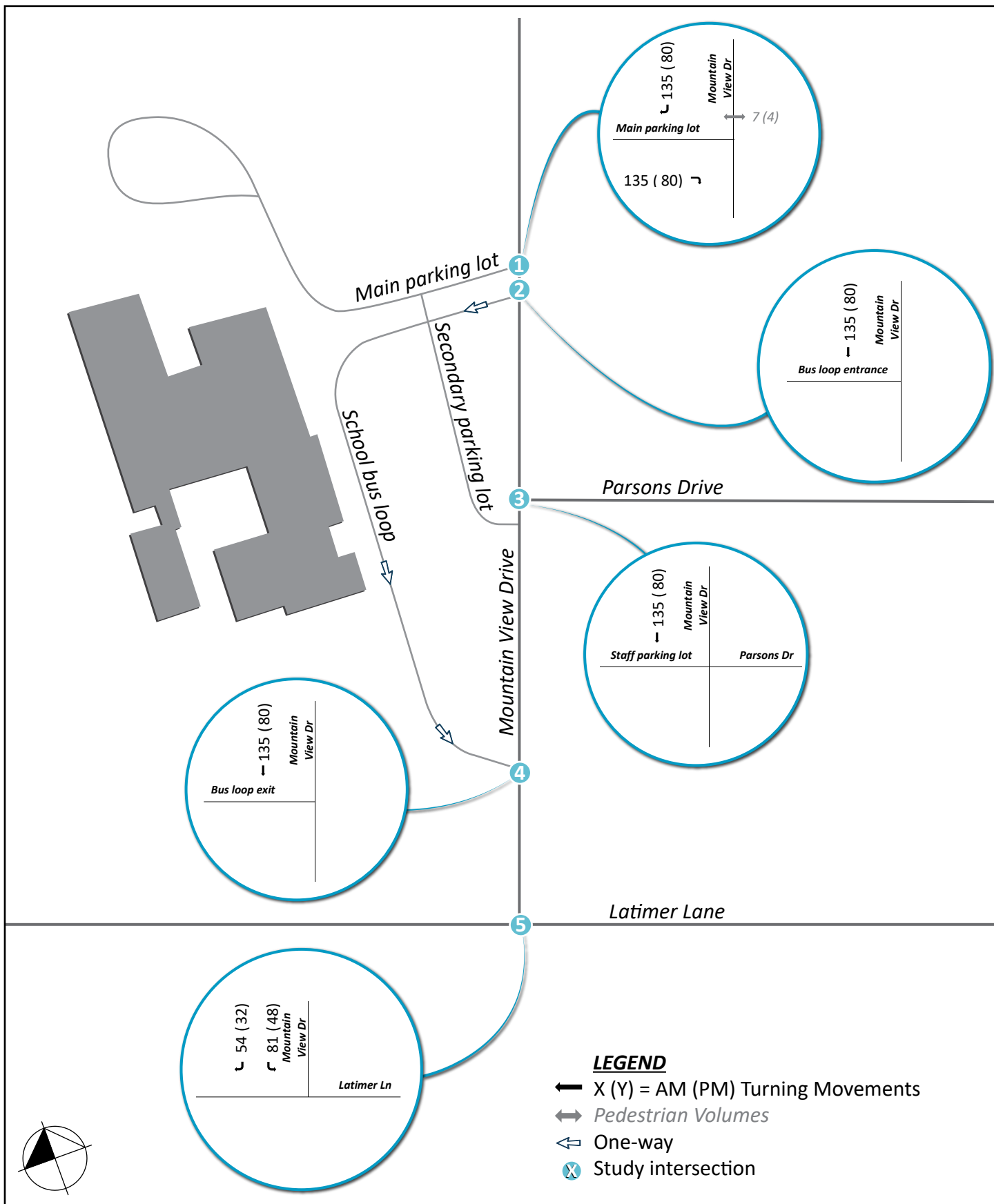
**FIGURE 2**  
2021 EXISTING TRAFFIC VOLUMES



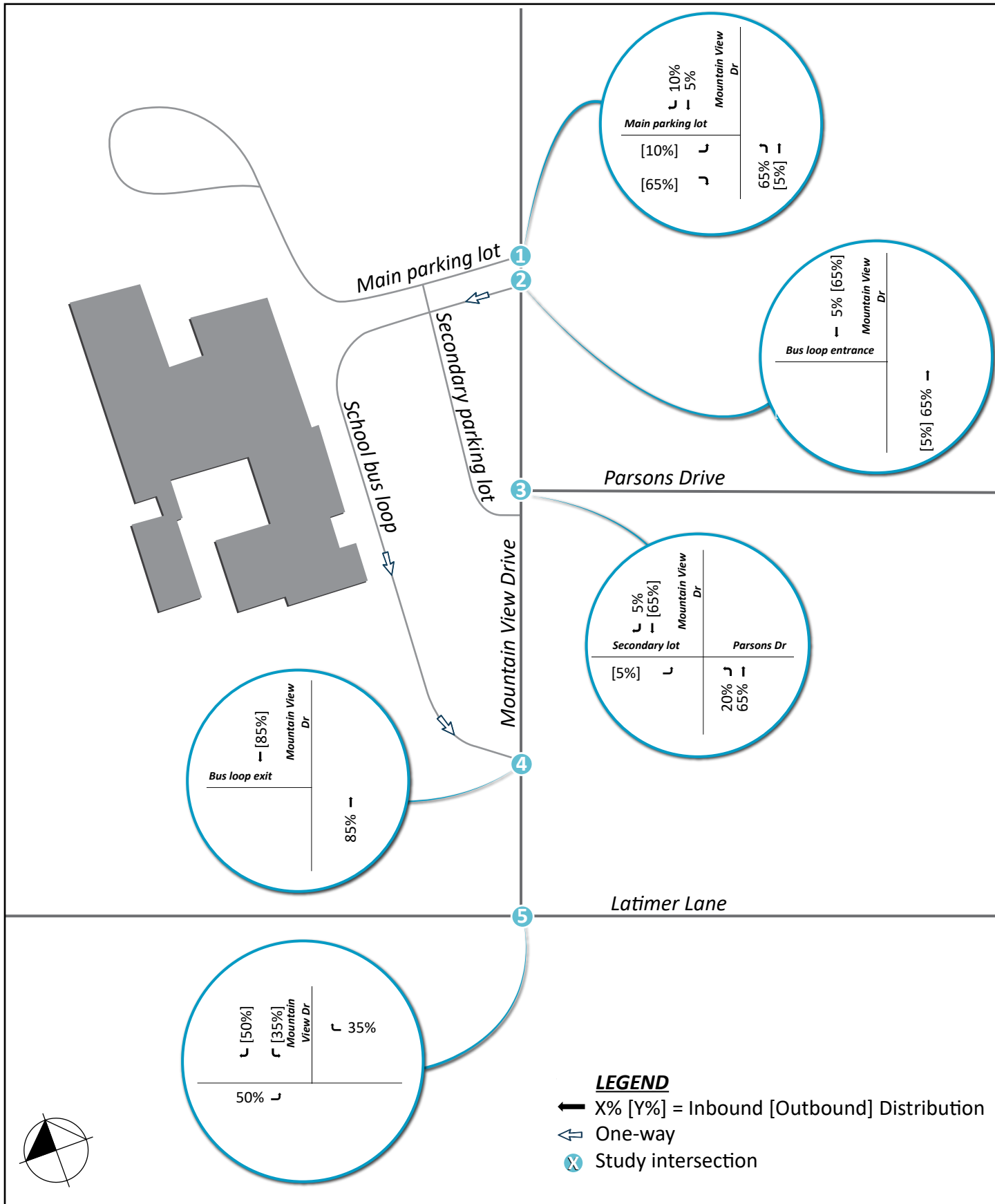
**FIGURE 3**  
2021 ADJUSTED TRAFFIC VOLUMES



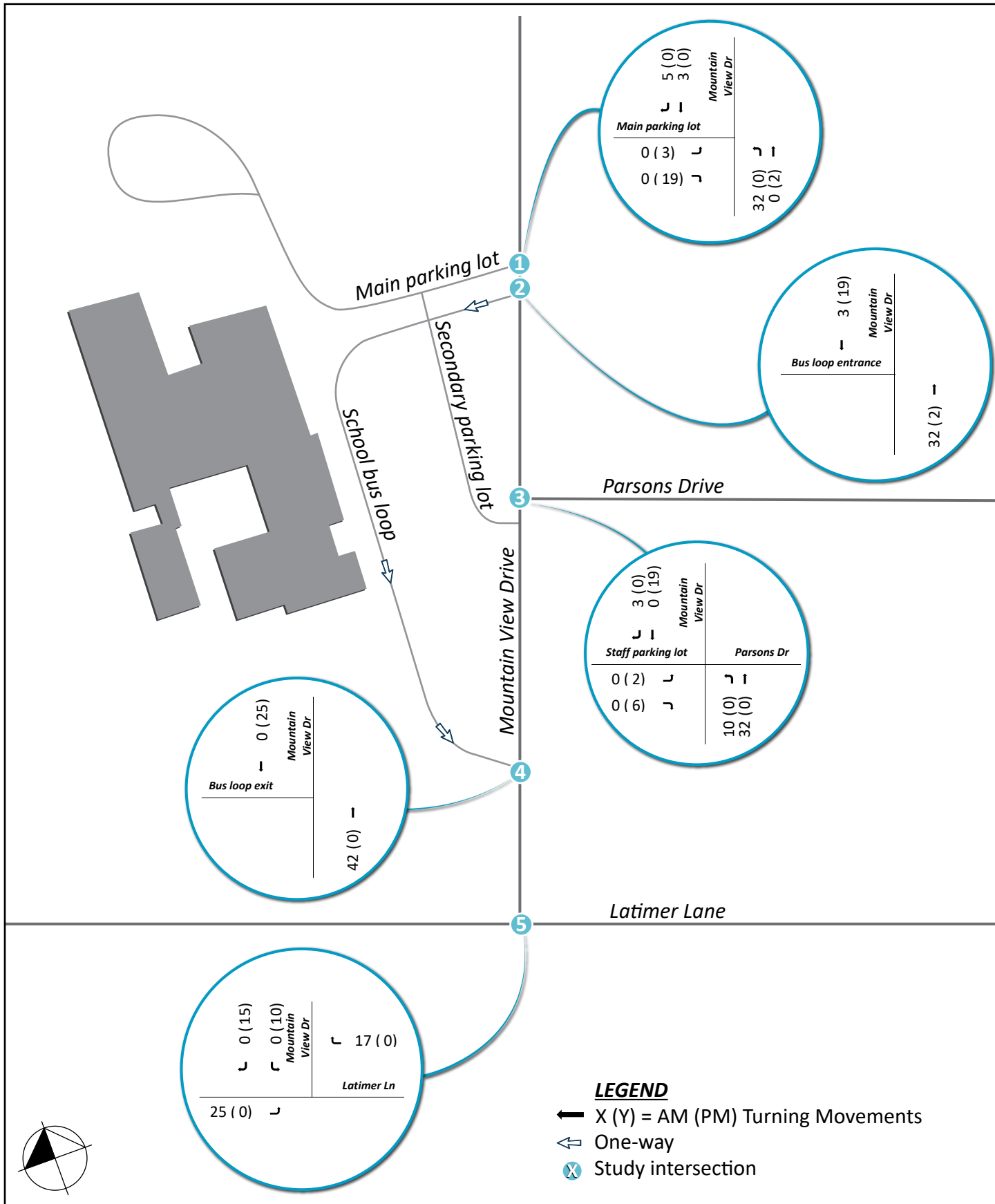
**FIGURE 4**  
SITE TRAFFIC DISTRIBUTION - PARENT VEHICLES



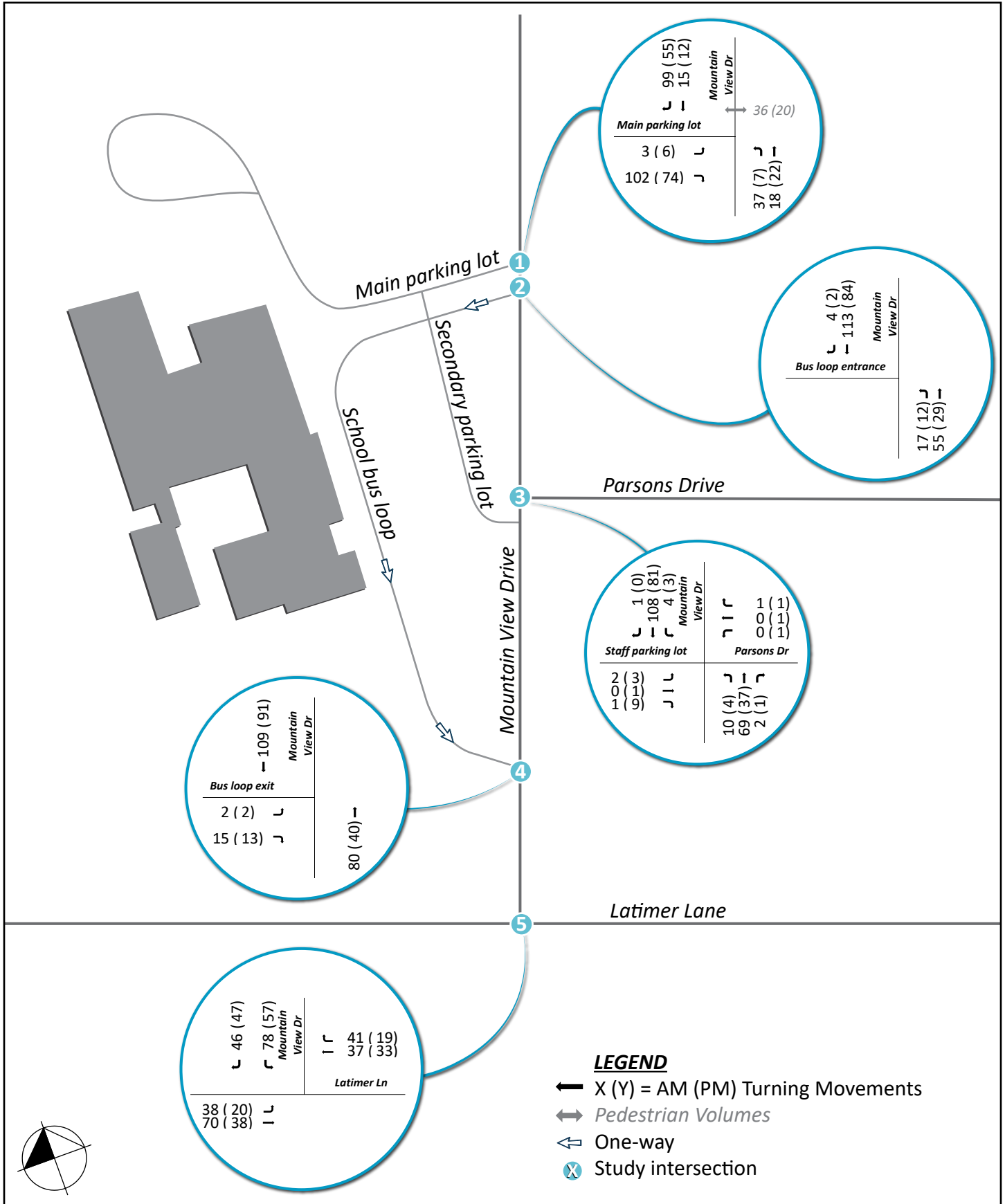
**FIGURE 5**  
SITE-GENERATED TRAFFIC - PARENT VEHICLES



**FIGURE 6**  
SITE TRAFFIC DISTRIBUTION - STAFF VEHICLES

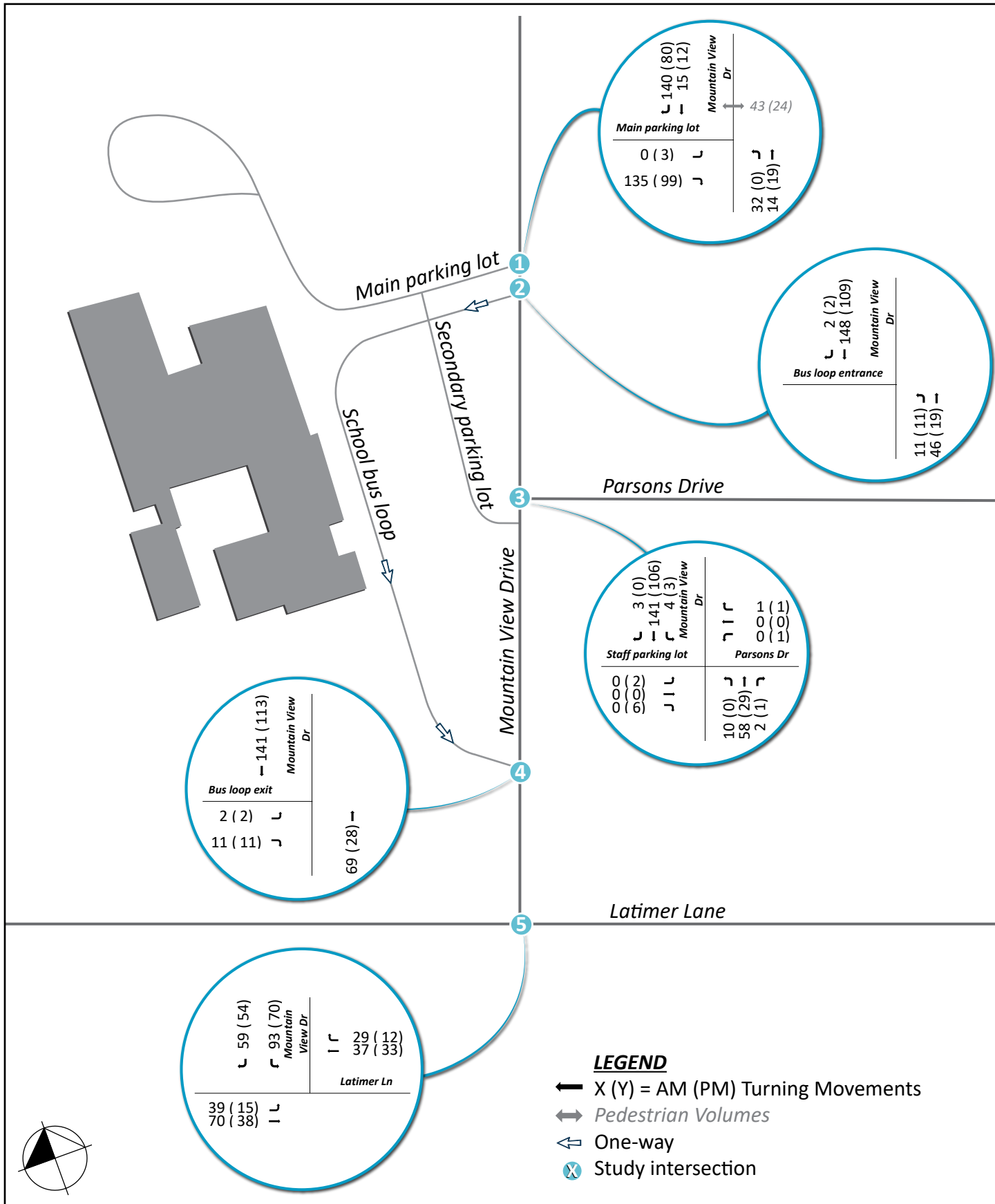


**FIGURE 7**  
SITE-GENERATED TRAFFIC - STAFF VEHICLES



**FIGURE 8**  
2027 BACKGROUND TRAFFIC VOLUMES





**FIGURE 9**  
2027 COMBINED TRAFFIC VOLUMES

# **APPENDIX**

# LEVEL OF SERVICE FOR TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

The level of service for a TWSC (two-way stop controlled) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS criteria are given in the Table. LOS criteria are given below:

<b>LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS</b>	
<b>LOS<sup>1</sup></b>	<b>CONTROL DELAY (s/veh)</b>
<b>A</b>	<b><math>\leq 10</math></b>
<b>B</b>	<b><math>&gt; 10 \text{ AND } \leq 15</math></b>
<b>C</b>	<b><math>&gt; 15 \text{ AND } \leq 25</math></b>
<b>D</b>	<b><math>&gt; 25 \text{ AND } \leq 35</math></b>
<b>E</b>	<b><math>&gt; 35 \text{ AND } \leq 50</math></b>
<b>F</b>	<b><math>&gt; 50</math></b>

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street.  
 LOS is not calculated for major-street approaches or for the intersection as a whole.  
 LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

# LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS ALL-WAY STOP-CONTROL (AWSC)

The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS. The level-of-service criteria are given below.

<b>LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS</b>	
<b>LOS<sup>1</sup></b>	<b>CONTROL DELAY (s/veh)</b>
<b>A</b>	<b><math>\leq 10</math></b>
<b>B</b>	<b><math>&gt; 10 \text{ AND } \leq 15</math></b>
<b>C</b>	<b><math>&gt; 15 \text{ AND } \leq 25</math></b>
<b>D</b>	<b><math>&gt; 25 \text{ AND } \leq 35</math></b>
<b>E</b>	<b><math>&gt; 35 \text{ AND } \leq 50</math></b>
<b>F</b>	<b><math>&gt; 50</math></b>

<sup>1</sup> For approaches and intersection-wide assessment, LOS is defined solely by control delay.

Note: LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay.

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	102	37	18	15	99
Future Vol, veh/h	3	102	37	18	15	99
Peak Hour Factor	0.39	0.39	0.39	0.39	0.39	0.39
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	262	95	46	38	254
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	9.3	9.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	67%	3%	0%
Vol Thru, %	33%	0%	13%
Vol Right, %	0%	97%	87%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	55	105	114
LT Vol	37	3	0
Through Vol	18	0	15
RT Vol	0	102	99
Lane Flow Rate	141	269	292
Geometry Grp	1	1	1
Degree of Util (X)	0.195	0.322	0.34
Departure Headway (Hd)	4.984	4.311	4.191
Convergence, Y/N	Yes	Yes	Yes
Cap	716	832	854
Service Time	3.035	2.352	2.233
HCM Lane V/C Ratio	0.197	0.323	0.342
HCM Control Delay	9.3	9.4	9.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	1.4	1.5

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	1	1	1	1	10	69	2	4	108	1
Future Vol, veh/h	2	1	1	1	1	1	10	69	2	4	108	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	41	41	41	41	41	41	41	41	41	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	2	2	2	2	2	24	168	5	10	263	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	505	505	264	505	504	171	265	0	0	173	0	0
Stage 1	284	284	-	219	219	-	-	-	-	-	-	-
Stage 2	221	221	-	286	285	-	-	-	-	-	-	-
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	478	470	775	478	470	873	1299	-	-	1404	-	-
Stage 1	723	676	-	783	722	-	-	-	-	-	-	-
Stage 2	781	720	-	721	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	465	457	775	465	457	873	1299	-	-	1404	-	-
Mov Cap-2 Maneuver	465	457	-	465	457	-	-	-	-	-	-	-
Stage 1	709	671	-	767	708	-	-	-	-	-	-	-
Stage 2	761	706	-	710	671	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		11.7		1		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1299	-	-	514	547	1404	-	-
HCM Lane V/C Ratio	0.019	-	-	0.019	0.013	0.007	-	-
HCM Control Delay (s)	7.8	0	-	12.1	11.7	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

HCM 6th TWSC  
4: Mountain View Dr & Bus loop exit

Background AM Peak Hour  
Latimer Lane School

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	2	15	0	80	109	0
Future Vol, veh/h	2	15	0	80	109	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	40	40	40	40	40	40
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	38	0	200	273	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	473	273	-	0	-	0
Stage 1	273	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	550	766	0	-	-	0
Stage 1	773	-	0	-	-	0
Stage 2	834	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	550	766	-	-	-	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 732	-
HCM Lane V/C Ratio	- 0.058	-
HCM Control Delay (s)	- 10.2	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	70	37	41	78	46
Future Vol, veh/h	38	70	37	41	78	46
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	117	62	68	130	77
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.1	8.2	9.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	0%	63%
Vol Thru, %	65%	47%	0%
Vol Right, %	0%	53%	37%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	108	78	124
LT Vol	38	0	78
Through Vol	70	37	0
RT Vol	0	41	46
Lane Flow Rate	180	130	207
Geometry Grp	1	1	1
Degree of Util (X)	0.232	0.156	0.261
Departure Headway (Hd)	4.638	4.32	4.543
Convergence, Y/N	Yes	Yes	Yes
Cap	774	829	792
Service Time	2.667	2.35	2.57
HCM Lane V/C Ratio	0.233	0.157	0.261
HCM Control Delay	9.1	8.2	9.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	0.6	1



Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	135	32	14	15	140
Future Vol, veh/h	1	135	32	14	15	140
Peak Hour Factor	0.39	0.39	0.39	0.39	0.39	0.39
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	346	82	36	38	359
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11	9.6	11.5
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	70%	1%	0%
Vol Thru, %	30%	0%	10%
Vol Right, %	0%	99%	90%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	46	136	155
LT Vol	32	1	0
Through Vol	14	0	15
RT Vol	0	135	140
Lane Flow Rate	118	349	397
Geometry Grp	1	1	1
Degree of Util (X)	0.175	0.435	0.481
Departure Headway (Hd)	5.334	4.49	4.356
Convergence, Y/N	Yes	Yes	Yes
Cap	665	795	819
Service Time	3.423	2.558	2.423
HCM Lane V/C Ratio	0.177	0.439	0.485
HCM Control Delay	9.6	11	11.5
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.6	2.2	2.6

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	10	58	2	4	141	3
Future Vol, veh/h	1	1	1	1	1	1	10	58	2	4	141	3
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	41	41	41	41	41	41	41	41	41	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	2	2	2	2	24	141	5	10	344	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	562	562	348	562	563	144	351	0	0	146	0	0
Stage 1	368	368	-	192	192	-	-	-	-	-	-	-
Stage 2	194	194	-	370	371	-	-	-	-	-	-	-
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	438	436	695	438	435	903	1208	-	-	1436	-	-
Stage 1	652	621	-	810	742	-	-	-	-	-	-	-
Stage 2	808	740	-	650	620	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	425	422	695	424	422	903	1208	-	-	1436	-	-
Mov Cap-2 Maneuver	425	422	-	424	422	-	-	-	-	-	-	-
Stage 1	638	615	-	792	726	-	-	-	-	-	-	-
Stage 2	785	724	-	639	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		12.1		1.1		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	487	514	1436	-	-
HCM Lane V/C Ratio	0.02	-	-	0.015	0.014	0.007	-	-
HCM Control Delay (s)	8	0	-	12.5	12.1	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0	-	-

HCM 6th TWSC  
4: Mountain View Dr & Bus loop exit

Combined AM Peak Hour  
Latimer Lane School

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	2	11	0	69	141	0
Future Vol, veh/h	2	11	0	69	141	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	40	40	40	40	40	40
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	28	0	173	353	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	526	353	-	0	-	0
Stage 1	353	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	512	691	0	-	-	0
Stage 1	711	-	0	-	-	0
Stage 2	857	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	512	691	-	-	-	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 656	-
HCM Lane V/C Ratio	- 0.05	-
HCM Control Delay (s)	- 10.8	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	39	70	37	29	93	59
Future Vol, veh/h	39	70	37	29	93	59
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	117	62	48	155	98
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.3	8.2	9.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	0%	61%
Vol Thru, %	64%	56%	0%
Vol Right, %	0%	44%	39%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	109	66	152
LT Vol	39	0	93
Through Vol	70	37	0
RT Vol	0	29	59
Lane Flow Rate	182	110	253
Geometry Grp	1	1	1
Degree of Util (X)	0.239	0.137	0.317
Departure Headway (Hd)	4.731	4.488	4.504
Convergence, Y/N	Yes	Yes	Yes
Cap	758	798	798
Service Time	2.764	2.525	2.535
HCM Lane V/C Ratio	0.24	0.138	0.317
HCM Control Delay	9.3	8.2	9.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	0.5	1.4

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	74	7	22	12	55
Future Vol, veh/h	6	74	7	22	12	55
Peak Hour Factor	0.44	0.44	0.44	0.44	0.44	0.44
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	168	16	50	27	125
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.9	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	24%	7%	0%
Vol Thru, %	76%	0%	18%
Vol Right, %	0%	93%	82%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	29	80	67
LT Vol	7	6	0
Through Vol	22	0	12
RT Vol	0	74	55
Lane Flow Rate	66	182	152
Geometry Grp	1	1	1
Degree of Util (X)	0.081	0.19	0.161
Departure Headway (Hd)	4.424	3.766	3.812
Convergence, Y/N	Yes	Yes	Yes
Cap	800	936	929
Service Time	2.505	1.856	1.888
HCM Lane V/C Ratio	0.083	0.194	0.164
HCM Control Delay	7.9	7.8	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.7	0.6

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	1	9	1	1	1	4	37	1	3	81	1
Future Vol, veh/h	3	1	9	1	1	1	4	37	1	3	81	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	49	49	49	49	49	49	49	49	49	49	49	49
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	2	18	2	2	2	8	76	2	6	165	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	273	272	166	281	272	77	167	0	0	78	0	0
Stage 1	178	178	-	93	93	-	-	-	-	-	-	-
Stage 2	95	94	-	188	179	-	-	-	-	-	-	-
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	679	635	878	671	635	984	1411	-	-	1520	-	-
Stage 1	824	752	-	914	818	-	-	-	-	-	-	-
Stage 2	912	817	-	814	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	671	629	878	650	629	984	1411	-	-	1520	-	-
Mov Cap-2 Maneuver	671	629	-	650	629	-	-	-	-	-	-	-
Stage 1	819	749	-	909	813	-	-	-	-	-	-	-
Stage 2	902	812	-	792	748	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	10	0.7	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1411	-	-	797	724	1520	-	-
HCM Lane V/C Ratio	0.006	-	-	0.033	0.008	0.004	-	-
HCM Control Delay (s)	7.6	0	-	9.7	10	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 6th TWSC  
4: Mountain View Dr & Bus loop exit

Background PM Peak Hour  
Latimer Lane School




Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	2	13	0	40	91	0
Future Vol, veh/h	2	13	0	40	91	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	34	34	34	34	34	34
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	38	0	118	268	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	386	268	-	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	617	771	0	-	-	0
Stage 1	777	-	0	-	-	0
Stage 2	907	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	617	771	-	-	-	-
Mov Cap-2 Maneuver	617	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 746	-
HCM Lane V/C Ratio	- 0.059	-
HCM Control Delay (s)	- 10.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	38	33	19	57	47
Future Vol, veh/h	20	38	33	19	57	47
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	51	45	26	77	64
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.8	7.5	7.9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	0%	55%
Vol Thru, %	66%	63%	0%
Vol Right, %	0%	37%	45%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	58	52	104
LT Vol	20	0	57
Through Vol	38	33	0
RT Vol	0	19	47
Lane Flow Rate	78	70	141
Geometry Grp	1	1	1
Degree of Util (X)	0.094	0.079	0.157
Departure Headway (Hd)	4.305	4.023	4.027
Convergence, Y/N	Yes	Yes	Yes
Cap	822	878	880
Service Time	2.384	2.108	2.105
HCM Lane V/C Ratio	0.095	0.08	0.16
HCM Control Delay	7.8	7.5	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.6



Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	99	1	19	12	80
Future Vol, veh/h	3	99	1	19	12	80
Peak Hour Factor	0.44	0.44	0.44	0.44	0.44	0.44
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	225	2	43	27	182
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	7.9	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	5%	3%	0%
Vol Thru, %	95%	0%	13%
Vol Right, %	0%	97%	87%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	20	102	92
LT Vol	1	3	0
Through Vol	19	0	12
RT Vol	0	99	80
Lane Flow Rate	45	232	209
Geometry Grp	1	1	1
Degree of Util (X)	0.059	0.251	0.23
Departure Headway (Hd)	4.635	3.895	3.96
Convergence, Y/N	Yes	Yes	Yes
Cap	774	925	912
Service Time	2.655	1.91	1.96
HCM Lane V/C Ratio	0.058	0.251	0.229
HCM Control Delay	7.9	8.2	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	1	0.9

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	6	1	1	1	1	29	1	3	106	1
Future Vol, veh/h	2	1	6	1	1	1	1	29	1	3	106	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	49	49	49	49	49	49	49	49	49	49	49	49
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	2	12	2	2	2	2	59	2	6	216	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	295	294	217	300	294	60	218	0	0	61	0	0
Stage 1	229	229	-	64	64	-	-	-	-	-	-	-
Stage 2	66	65	-	236	230	-	-	-	-	-	-	-
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	657	617	823	652	617	1005	1352	-	-	1542	-	-
Stage 1	774	715	-	947	842	-	-	-	-	-	-	-
Stage 2	945	841	-	767	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	651	613	823	638	613	1005	1352	-	-	1542	-	-
Mov Cap-2 Maneuver	651	613	-	638	613	-	-	-	-	-	-	-
Stage 1	772	712	-	945	840	-	-	-	-	-	-	-
Stage 2	939	839	-	750	711	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.9		10.1		0.2		0.2	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	750	715	1542	-	-
HCM Lane V/C Ratio	0.002	-	-	0.024	0.009	0.004	-	-
HCM Control Delay (s)	7.7	0	-	9.9	10.1	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	2	11	0	28	113	0
Future Vol, veh/h	2	11	0	28	113	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	34	34	34	34	34	34
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	32	0	82	332	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	414	332	-	0	-	0
Stage 1	332	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	595	710	0	-	-	0
Stage 1	727	-	0	-	-	0
Stage 2	941	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	595	710	-	-	-	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 689	-
HCM Lane V/C Ratio	- 0.055	-
HCM Control Delay (s)	- 10.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	38	33	12	70	54
Future Vol, veh/h	15	38	33	12	70	54
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	51	45	16	95	73
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.8	7.5	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	0%	56%
Vol Thru, %	72%	73%	0%
Vol Right, %	0%	27%	44%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	53	45	124
LT Vol	15	0	70
Through Vol	38	33	0
RT Vol	0	12	54
Lane Flow Rate	72	61	168
Geometry Grp	1	1	1
Degree of Util (X)	0.086	0.07	0.187
Departure Headway (Hd)	4.333	4.125	4.014
Convergence, Y/N	Yes	Yes	Yes
Cap	815	854	883
Service Time	2.424	2.221	2.086
HCM Lane V/C Ratio	0.088	0.071	0.19
HCM Control Delay	7.8	7.5	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.2	0.7