

HCM 6th Signalized Intersection Summary

1: Olhava Way NW/SR3 SB Off & Olympic College Way/SR305

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑		↘		↗↘	↘↗	↑	↗
Traffic Volume (veh/h)	0	110	60	310	120	0	10	0	355	235	65	10
Future Volume (veh/h)	0	110	60	310	120	0	10	0	355	235	65	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1758	1758	1744	1744	0	1772	0	1772	1744	1814	1744
Adj Flow Rate, veh/h	0	113	62	320	124	0	10	0	366	242	67	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	4	4	0	2	0	2	4	4	4
Cap, veh/h	0	682	304	2470	2821	0	15	0	0	399	100	
Arrive On Green	0.00	0.20	0.20	0.20	0.28	0.00	0.01	0.00	0.00	0.09	0.05	0.00
Sat Flow, veh/h	0	3428	1488	3222	3400	0	1688	10		3222	1814	1478
Grp Volume(v), veh/h	0	113	62	320	124	0	10	107.2		242	67	0
Grp Sat Flow(s),veh/h/ln	0	1670	1488	1611	1657	0	1688	F		1611	1814	1478
Q Serve(g_s), s	0.0	4.0	4.5	0.0	3.9	0.0	0.8			10.5	5.1	0.0
Cycle Q Clear(g_c), s	0.0	4.0	4.5	0.0	3.9	0.0	0.8			10.5	5.1	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	682	304	2470	2821	0	15			399	100	
V/C Ratio(X)	0.00	0.17	0.20	0.13	0.04	0.00	0.65			0.61	0.67	
Avail Cap(c_a), veh/h	0	682	304	2470	2821	0	190			601	677	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00			1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	46.5	39.5	10.0	9.0	0.0	70.1			63.2	65.8	0.0
Incr Delay (d2), s/veh	0.0	0.5	1.5	0.0	0.0	0.0	37.1			1.5	7.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.0	3.5	4.5	1.7	0.0	0.9			7.7	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.1	41.0	10.0	9.0	0.0	107.2			64.7	73.5	0.0
LnGrp LOS	A	D	D	B	A	A	F			E	E	
Approach Vol, veh/h		175			444							309
Approach Delay, s/veh		44.9			9.7							66.6
Approach LOS		D			A							E
Timer - Assigned Phs	1	2	3	4		6	7					
Phs Duration (G+Y+Rc), s	91.9	33.0	5.3	11.8		124.9	17.1					
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0					
Max Green Setting (Gmax), s	28.0	29.0	16.0	53.0		61.0	22.0					
Max Q Clear Time (g_c+I1), s	2.0	6.5	2.8	7.1		5.9	12.5					
Green Ext Time (p_c), s	1.1	0.8	0.0	0.3		0.8	0.5					

Intersection Summary

HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary
 2: SR3 NB Off/SR3 NB On & SR305

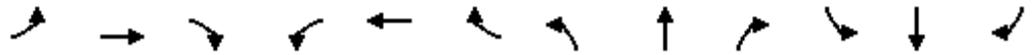
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 				 			
Traffic Volume (veh/h)	90	615	0	0	1350	305	40	5	890	0	0	0
Future Volume (veh/h)	90	615	0	0	1350	305	40	5	890	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1758	1758	0	0	1744	1744	1772	1772	1772			
Adj Flow Rate, veh/h	94	641	0	0	1406	318	42	5	927			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	4	4	2	2	2			
Cap, veh/h	261	1941	0	0	1701	759	549	65	958			
Arrive On Green	0.08	1.00	0.00	0.00	1.00	1.00	0.36	0.36	0.36			
Sat Flow, veh/h	1674	3428	0	0	3400	1478	1516	180	2643			
Grp Volume(v), veh/h	94	641	0	0	1406	318	47	0	927			
Grp Sat Flow(s),veh/h/ln	1674	1670	0	0	1657	1478	1696	0	1321			
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	2.6	0.0	48.9			
Cycle Q Clear(g_c), s	3.7	0.0	0.0	0.0	0.0	0.0	2.6	0.0	48.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.89		1.00			
Lane Grp Cap(c), veh/h	261	1941	0	0	1701	759	615	0	958			
V/C Ratio(X)	0.36	0.33	0.00	0.00	0.83	0.42	0.08	0.00	0.97			
Avail Cap(c_a), veh/h	300	1941	0	0	1701	759	621	0	968			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.46	0.46	1.00	0.00	1.00			
Uniform Delay (d), s/veh	13.5	0.0	0.0	0.0	0.0	0.0	29.7	0.0	44.5			
Incr Delay (d2), s/veh	0.8	0.5	0.0	0.0	2.3	0.8	0.1	0.0	21.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.5	0.2	0.0	0.0	1.0	0.3	1.9	0.0	25.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.5	0.0	0.0	2.3	0.8	29.7	0.0	65.8			
LnGrp LOS	B	A	A	A	A	A	C	A	E			
Approach Vol, veh/h		735			1724			974				
Approach Delay, s/veh		2.2			2.0			64.1				
Approach LOS		A			A			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		86.5			9.6	76.9		55.5				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		82.0			9.0	69.0		52.0				
Max Q Clear Time (g_c+I1), s		2.0			5.7	2.0		50.9				
Green Ext Time (p_c), s		4.7			0.1	18.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay					19.7							
HCM 6th LOS					B							

HCM Signalized Intersection Capacity Analysis

3: Viking Ave NW & SR305

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1335	100	110	1455	145	95	55	140	60	40	95
Future Volume (vph)	100	1335	100	110	1455	145	95	55	140	60	40	95
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.6	4.9	4.9	4.6	4.9		4.9	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1660	3320	1459	1644	3244		1577	1637	1451	1583	1491	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1660	3320	1459	1644	3244		1577	1637	1451	1583	1491	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	102	1362	102	112	1485	148	97	56	143	61	41	97
RTOR Reduction (vph)	0	0	37	0	4	0	0	0	129	0	60	0
Lane Group Flow (vph)	102	1362	65	112	1629	0	75	78	14	61	78	0
Confl. Peds. (#/hr)									8	8		
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	3%	3%	3%	8%	8%	8%
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2	8	1	6		8	8		4	4	
Permitted Phases			2						8			
Actuated Green, G (s)	13.9	76.2	89.8	22.8	85.1		13.6	13.6	13.6	10.1	10.1	
Effective Green, g (s)	13.9	76.2	89.8	22.8	85.1		13.6	13.6	13.6	10.1	10.1	
Actuated g/C Ratio	0.10	0.54	0.63	0.16	0.60		0.10	0.10	0.10	0.07	0.07	
Clearance Time (s)	4.6	4.9	4.9	4.6	4.9		4.9	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.5	4.0	3.5	2.5	3.5		3.5	3.5	3.5	4.0	4.0	
Lane Grp Cap (vph)	162	1781	973	263	1944		151	156	138	112	106	
v/s Ratio Prot	0.06	c0.41	0.01	0.07	c0.50		0.05	c0.05		0.04	c0.05	
v/s Ratio Perm			0.04						0.01			
v/c Ratio	0.63	0.76	0.07	0.43	0.84		0.50	0.50	0.10	0.54	0.73	
Uniform Delay, d1	61.6	25.9	10.0	53.7	22.9		61.0	61.0	58.6	63.7	64.6	
Progression Factor	0.89	1.42	3.30	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.5	2.7	0.0	0.8	4.5		3.0	3.0	0.4	6.6	24.1	
Delay (s)	60.2	39.3	33.1	54.5	27.4		64.0	63.9	59.0	70.4	88.7	
Level of Service	E	D	C	D	C		E	E	E	E	F	
Approach Delay (s)		40.3			29.1			61.5			83.1	
Approach LOS		D			C			E			F	
Intersection Summary												
HCM 2000 Control Delay			39.1			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			142.0			Sum of lost time (s)			19.3			
Intersection Capacity Utilization			89.7%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

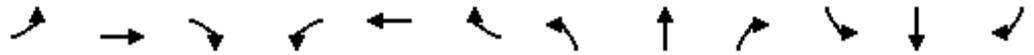
HCM 6th Signalized Intersection Summary
 4: SR305 & Bond Rd/SR 307

03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	275	285	140	260	510	300	1130	185	555	860	30
Future Volume (veh/h)	40	275	285	140	260	510	300	1130	185	555	860	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1772	1772	1772	1758	1758	1758	1772	1772	1772
Adj Flow Rate, veh/h	42	289	300	147	274	537	316	1189	195	584	905	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	3	3	3	2	2	2
Cap, veh/h	52	376	593	150	477	653	304	1290	580	562	1121	40
Arrive On Green	0.03	0.21	0.21	0.09	0.27	0.27	0.18	0.39	0.39	0.17	0.38	0.38
Sat Flow, veh/h	1701	1786	1514	1688	1772	1470	1674	3340	1489	3274	2977	105
Grp Volume(v), veh/h	42	289	300	147	274	537	316	1189	195	584	404	533
Grp Sat Flow(s),veh/h/ln	1701	1786	1514	1688	1772	1470	1674	1670	1489	1637	1329	1753
Q Serve(g_s), s	3.6	22.1	21.8	12.6	19.4	39.0	26.3	49.2	13.3	24.9	39.5	39.5
Cycle Q Clear(g_c), s	3.6	22.1	21.8	12.6	19.4	39.0	26.3	49.2	13.3	24.9	39.5	39.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	52	376	593	150	477	653	304	1290	580	562	500	660
V/C Ratio(X)	0.81	0.77	0.51	0.98	0.57	0.82	1.04	0.92	0.34	1.04	0.81	0.81
Avail Cap(c_a), veh/h	110	437	645	150	477	653	304	1290	580	562	500	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	53.9	33.5	65.9	45.8	35.7	59.3	42.4	31.1	60.0	40.5	40.5
Incr Delay (d2), s/veh	19.9	6.5	0.5	66.9	1.5	8.1	45.6	6.3	0.7	48.4	13.1	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	15.9	12.7	12.9	13.6	24.8	19.5	25.9	7.4	20.5	20.7	25.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.8	60.4	34.0	132.9	47.3	43.8	105.0	48.7	31.8	108.4	53.6	50.7
LnGrp LOS	F	E	C	F	D	D	F	D	C	F	D	D
Approach Vol, veh/h		631			958			1700			1521	
Approach Delay, s/veh		49.8			58.5			57.2			73.6	
Approach LOS		D			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.4	60.0	9.5	44.1	30.0	61.4	18.0	35.6				
Change Period (Y+Rc), s	4.6	4.9	4.6	4.6	4.6	4.9	4.6	4.6				
Max Green Setting (Gmax), s	26.8	50.1	9.9	39.5	25.4	51.5	13.4	36.0				
Max Q Clear Time (g_c+I1), s	28.3	41.5	5.6	41.0	26.9	51.2	14.6	24.1				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.0	0.0	0.2	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			61.7									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary
5: SR305 & Forest Rock Road

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	40	5	25	20	285	5	1185	50	260	870	145
Future Volume (veh/h)	220	40	5	25	20	285	5	1185	50	260	870	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1758	1758	1758	1772	1772	1772
Adj Flow Rate, veh/h	232	42	5	26	21	300	5	1247	53	274	916	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	262	241	29	195	157	301	13	970	41	339	1340	752
Arrive On Green	0.16	0.16	0.16	0.20	0.20	0.20	0.01	0.30	0.30	0.20	0.50	0.50
Sat Flow, veh/h	1688	1553	185	954	770	1499	1674	3180	135	1688	2693	1500
Grp Volume(v), veh/h	232	0	47	47	0	300	5	620	680	274	916	153
Grp Sat Flow(s),veh/h/ln	1688	0	1738	1724	0	1499	1674	1582	1733	1688	1347	1500
Q Serve(g_s), s	19.1	0.0	3.3	3.2	0.0	28.4	0.4	43.3	43.3	22.0	36.8	8.0
Cycle Q Clear(g_c), s	19.1	0.0	3.3	3.2	0.0	28.4	0.4	43.3	43.3	22.0	36.8	8.0
Prop In Lane	1.00		0.11	0.55		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	262	0	270	352	0	301	13	482	529	339	1340	752
V/C Ratio(X)	0.88	0.00	0.17	0.13	0.00	1.00	0.39	1.28	1.29	0.81	0.68	0.20
Avail Cap(c_a), veh/h	392	0	404	352	0	301	71	482	529	339	1340	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.75	0.75	0.75	0.35	0.35	0.35
Uniform Delay (d), s/veh	58.7	0.0	52.0	46.3	0.0	56.7	70.1	49.3	49.4	54.1	27.2	19.7
Incr Delay (d2), s/veh	14.7	0.0	0.3	0.2	0.0	51.0	14.3	139.8	139.7	5.2	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.3	0.0	2.7	2.5	0.0	21.4	0.4	50.9	55.4	12.7	14.9	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	0.0	52.3	46.5	0.0	107.7	84.4	189.1	189.0	59.3	28.2	19.9
LnGrp LOS	E	A	D	D	A	F	F	F	F	E	C	B
Approach Vol, veh/h		279			347			1305			1343	
Approach Delay, s/veh		69.9			99.4			188.7			33.6	
Approach LOS		E			F			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	76.0		26.7	33.9	47.8		33.6				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.9	4.0		4.6				
Max Green Setting (Gmax), s	6.0	55.3		33.0	18.1	43.8		29.0				
Max Q Clear Time (g_c+I1), s	2.4	38.8		21.1	24.0	45.3		30.4				
Green Ext Time (p_c), s	0.0	4.6		0.7	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	105.5
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
6: SR305 & Liberty Way

03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	65	50	40	55	55	50	1095	70	65	780	45
Future Volume (veh/h)	85	65	50	40	55	55	50	1095	70	65	780	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1786	1786	1786	1758	1758	1758	1772	1772	1772
Adj Flow Rate, veh/h	90	69	53	43	59	59	53	1165	74	69	830	48
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	118	94	74	63	86	87	608	1041	66	621	852	515
Arrive On Green	0.09	0.09	0.09	0.07	0.07	0.08	0.36	0.34	0.34	0.37	0.34	0.34
Sat Flow, veh/h	1366	1091	854	873	1203	1216	1674	3074	195	1688	2481	1500
Grp Volume(v), veh/h	112	0	100	86	0	75	53	586	653	69	830	48
Grp Sat Flow(s),veh/h/ln	1704	0	1608	1742	0	1550	1674	1547	1723	1688	1240	1500
Q Serve(g_s), s	9.5	0.0	8.9	7.1	0.0	7.0	3.1	50.1	50.1	4.0	48.9	3.2
Cycle Q Clear(g_c), s	9.5	0.0	8.9	7.1	0.0	7.0	3.1	50.1	50.1	4.0	48.9	3.2
Prop In Lane	0.80		0.53	0.50		0.78	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	147	0	139	125	0	111	608	524	583	621	852	515
V/C Ratio(X)	0.76	0.00	0.72	0.69	0.00	0.68	0.09	1.12	1.12	0.11	0.97	0.09
Avail Cap(c_a), veh/h	328	0	310	489	0	435	608	524	583	621	858	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.62	0.62	0.62	0.82	0.82	0.82
Uniform Delay (d), s/veh	66.1	0.0	65.7	67.1	0.0	66.8	31.0	49.0	49.0	30.8	47.9	32.9
Incr Delay (d2), s/veh	7.9	0.0	6.8	6.5	0.0	7.0	0.0	68.9	68.3	0.1	22.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	7.1	6.2	0.0	5.4	2.3	38.7	42.6	2.9	23.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	0.0	72.5	73.6	0.0	73.8	31.0	117.9	117.2	30.9	70.2	33.2
LnGrp LOS	E	A	E	E	A	E	C	F	F	C	E	C
Approach Vol, veh/h		212			161			1292			947	
Approach Delay, s/veh		73.3			73.7			114.0			65.5	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	58.7	55.8		17.8	59.5	55.1		15.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.8	51.7		29.0	7.9	50.6		42.0				
Max Q Clear Time (g_c+I1), s	5.1	50.9		11.5	6.0	52.1		9.1				
Green Ext Time (p_c), s	0.0	0.5		0.7	0.0	0.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				90.6								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary
7: SR305 & NE Lincoln Road

03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	220	95	105	195	190	100	965	110	155	660	70
Future Volume (veh/h)	55	220	95	105	195	190	100	965	110	155	660	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1772	1772	1772	1758	1758	1758	1772	1772	1772
Adj Flow Rate, veh/h	57	229	99	109	203	198	104	1005	115	161	688	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	2	2	2	3	3	3	2	2	2
Cap, veh/h	67	278	233	125	338	289	120	1071	123	421	1546	164
Arrive On Green	0.04	0.16	0.16	0.07	0.19	0.19	0.07	0.37	0.37	0.25	0.55	0.55
Sat Flow, veh/h	1701	1786	1499	1688	1772	1490	1674	2870	328	1688	2795	296
Grp Volume(v), veh/h	57	229	99	109	203	198	104	529	591	161	340	421
Grp Sat Flow(s),veh/h/ln	1701	1786	1499	1688	1772	1490	1674	1512	1687	1688	1382	1709
Q Serve(g_s), s	4.7	17.6	8.5	9.1	14.9	10.6	8.7	47.9	48.0	11.2	20.7	20.8
Cycle Q Clear(g_c), s	4.7	17.6	8.5	9.1	14.9	10.6	8.7	47.9	48.0	11.2	20.7	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.17
Lane Grp Cap(c), veh/h	67	278	233	125	338	289	120	564	630	421	764	945
V/C Ratio(X)	0.86	0.82	0.42	0.87	0.60	0.68	0.87	0.94	0.94	0.38	0.44	0.45
Avail Cap(c_a), veh/h	131	389	326	177	435	371	202	592	660	421	764	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.68	0.68	0.68	0.80	0.80	0.80
Uniform Delay (d), s/veh	67.8	58.1	54.2	65.1	52.5	19.4	65.3	42.9	42.9	44.2	18.8	18.8
Incr Delay (d2), s/veh	19.9	9.7	1.2	25.5	1.7	3.4	10.6	19.3	18.0	0.5	1.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	13.7	6.0	8.4	11.1	7.3	6.8	26.6	29.0	7.9	10.6	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.7	67.8	55.5	90.6	54.2	22.8	75.9	62.3	60.9	44.7	20.3	20.0
LnGrp LOS	F	E	E	F	D	C	E	E	E	D	C	C
Approach Vol, veh/h		385			510			1224			922	
Approach Delay, s/veh		67.6			49.8			62.8			24.4	
Approach LOS		E			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	83.9	10.7	32.2	40.8	58.4	15.6	27.2				
Change Period (Y+Rc), s	4.6	4.9	4.6	4.6	4.9	* 4.9	4.6	4.6				
Max Green Setting (Gmax), s	17.6	58.9	11.4	35.4	20.4	* 56	15.4	31.4				
Max Q Clear Time (g_c+I1), s	10.7	22.8	6.7	16.9	13.2	50.0	11.1	19.6				
Green Ext Time (p_c), s	0.1	5.3	0.0	1.6	0.3	3.5	0.1	1.1				

Intersection Summary

HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

8: SR305 & NE Hostmark St

03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	155	90	60	100	180	140	860	40	185	630	35
Future Volume (veh/h)	65	155	90	60	100	180	140	860	40	185	630	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1786	1786	1786	1758	1758	1758	1772	1772	1772
Adj Flow Rate, veh/h	67	160	93	62	103	186	144	887	41	191	649	36
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	2	2	2
Cap, veh/h	202	217	179	166	211	174	166	943	44	577	1631	90
Arrive On Green	0.04	0.12	0.12	0.04	0.12	0.12	0.10	0.33	0.33	0.34	0.57	0.57
Sat Flow, veh/h	1701	1786	1476	1701	1786	1475	1674	2849	132	1688	2843	158
Grp Volume(v), veh/h	67	160	93	62	103	186	144	389	539	191	287	398
Grp Sat Flow(s),veh/h/ln	1701	1786	1476	1701	1786	1475	1674	1248	1733	1688	1258	1743
Q Serve(g_s), s	4.1	10.4	7.1	3.8	6.5	7.5	10.2	36.3	36.3	10.1	15.1	15.1
Cycle Q Clear(g_c), s	4.1	10.4	7.1	3.8	6.5	7.5	10.2	36.3	36.3	10.1	15.1	15.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	202	217	179	166	211	174	166	413	574	577	722	1000
V/C Ratio(X)	0.33	0.74	0.52	0.37	0.49	1.07	0.87	0.94	0.94	0.33	0.40	0.40
Avail Cap(c_a), veh/h	351	342	283	321	342	283	321	447	621	577	722	1000
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	44.2	50.9	49.4	44.7	49.5	14.7	53.3	39.0	39.0	29.3	14.1	14.1
Incr Delay (d2), s/veh	1.0	4.8	2.3	1.4	1.7	65.0	12.6	31.6	25.5	0.3	1.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	8.6	4.9	3.0	5.4	9.8	8.4	20.5	26.0	7.0	7.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	55.7	51.7	46.1	51.2	79.7	65.9	70.6	64.4	29.6	15.5	15.1
LnGrp LOS	D	E	D	D	D	F	E	E	E	C	B	B
Approach Vol, veh/h		320			351			1072			876	
Approach Delay, s/veh		52.3			65.4			66.9			18.4	
Approach LOS		D			E			E			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	46.0	44.7	9.7	19.6	16.9	73.8	10.1	19.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.9	43.5	16.1	23.5	23.5	38.9	16.1	23.5				
Max Q Clear Time (g_c+I1), s	12.1	38.3	5.8	12.4	12.2	17.1	6.1	9.5				
Green Ext Time (p_c), s	0.3	1.9	0.1	0.7	0.3	2.6	0.1	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			48.7									
HCM 6th LOS			D									

HCM 6th TWSC
 10: Viking Ave NW & Vetter Avenue

03/25/2025

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	180	10	0	95
Future Vol, veh/h	10	0	180	10	0	95
Conflicting Peds, #/hr	0	0	0	3	3	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	90	90	90	90	90	90
Heavy Vehicles, %	13	13	4	4	2	2
Mvmt Flow	11	0	200	11	0	106

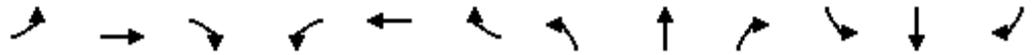
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	315	209	0	0	214
Stage 1	209	-	-	-	-
Stage 2	106	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.12
Critical Hdwy Stg 1	5.53	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.218
Pot Cap-1 Maneuver	656	804	-	-	1356
Stage 1	800	-	-	-	-
Stage 2	892	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	655	802	-	-	1353
Mov Cap-2 Maneuver	655	-	-	-	-
Stage 1	798	-	-	-	-
Stage 2	892	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	655	1353
HCM Lane V/C Ratio	-	-	0.017	-
HCM Control Delay (s)	-	-	10.6	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th Signalized Intersection Summary
 11: NW Finn Hill Rd & Olhava Way NW

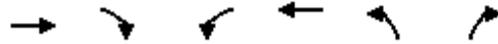
03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	185	0	5	255	270	5	5	5	325	5	130
Future Volume (veh/h)	65	185	0	5	255	270	5	5	5	325	5	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1786	1786	1786	1800	1800	1800	1772	1772	1772
Adj Flow Rate, veh/h	69	197	0	5	271	287	5	5	5	346	5	138
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	1	1	1	0	0	0	2	2	2
Cap, veh/h	384	590	0	456	476	404	310	99	99	675	17	482
Arrive On Green	0.07	0.33	0.00	0.01	0.27	0.27	0.01	0.12	0.12	0.22	0.33	0.33
Sat Flow, veh/h	1688	1772	0	1701	1786	1514	1714	826	826	1688	53	1457
Grp Volume(v), veh/h	69	197	0	5	271	287	5	0	10	346	0	143
Grp Sat Flow(s),veh/h/ln	1688	1772	0	1701	1786	1514	1714	0	1651	1688	0	1510
Q Serve(g_s), s	1.3	4.2	0.0	0.1	6.6	8.6	0.1	0.0	0.3	8.0	0.0	3.5
Cycle Q Clear(g_c), s	1.3	4.2	0.0	0.1	6.6	8.6	0.1	0.0	0.3	8.0	0.0	3.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.50	1.00		0.97
Lane Grp Cap(c), veh/h	384	590	0	456	476	404	310	0	198	675	0	500
V/C Ratio(X)	0.18	0.33	0.00	0.01	0.57	0.71	0.02	0.00	0.05	0.51	0.00	0.29
Avail Cap(c_a), veh/h	1307	1454	0	1668	1466	1242	1360	0	1190	1352	0	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	12.5	0.0	13.2	15.8	16.6	19.0	0.0	19.5	12.2	0.0	12.4
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	1.1	2.3	0.0	0.0	0.1	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	2.6	0.0	0.1	4.5	5.1	0.1	0.0	0.2	4.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	12.8	0.0	13.2	16.9	18.9	19.1	0.0	19.6	12.8	0.0	12.7
LnGrp LOS	B	B	A	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		266			563			15				489
Approach Delay, s/veh		12.5			17.9			19.4				12.8
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	10.0	4.4	20.6	4.4	20.5	7.7	17.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	36.0	36.0	41.0	31.0	36.0	31.0	41.0				
Max Q Clear Time (g_c+I1), s	10.0	2.3	2.1	6.2	2.1	5.5	3.3	10.6				
Green Ext Time (p_c), s	1.0	0.0	0.0	1.1	0.0	0.9	0.2	2.8				
Intersection Summary												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 12: SR 3 SB Ramp & NW Finn Hill Rd

03/25/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↵	↵
Traffic Volume (veh/h)	320	0	0	595	230	280
Future Volume (veh/h)	320	0	0	595	230	280
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1772	0	0	1772	1786	1786
Adj Flow Rate, veh/h	333	0	0	620	240	292
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	0	2	1	1
Cap, veh/h	1246	0	0	1246	377	336
Arrive On Green	0.70	0.00	0.00	0.70	0.22	0.22
Sat Flow, veh/h	1772	0	0	1772	1701	1514
Grp Volume(v), veh/h	333	0	0	620	240	292
Grp Sat Flow(s),veh/h/ln	1772	0	0	1772	1701	1514
Q Serve(g_s), s	7.3	0.0	0.0	17.0	13.6	19.8
Cycle Q Clear(g_c), s	7.3	0.0	0.0	17.0	13.6	19.8
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1246	0	0	1246	377	336
V/C Ratio(X)	0.27	0.00	0.00	0.50	0.64	0.87
Avail Cap(c_a), veh/h	1246	0	0	1246	1228	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.8	0.0	0.0	7.2	37.6	40.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.4	1.8	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	0.0	10.2	9.8	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3	0.0	0.0	8.7	39.4	46.9
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	333			620	532	
Approach Delay, s/veh	6.3			8.7	43.5	
Approach LOS	A			A	D	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.0		27.7		79.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		75.0		77.0		75.0
Max Q Clear Time (g_c+I1), s		19.0		21.8		9.3
Green Ext Time (p_c), s		5.0		1.8		2.3
Intersection Summary						
HCM 6th Ctrl Delay			20.6			
HCM 6th LOS			C			

HCM Signalized Intersection Capacity Analysis
 14: Viking Ave NW & NW Finn Hill Rd/NW Lidvig Way

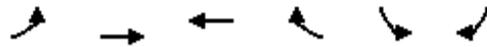
03/25/2025

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	60	395	115	625	390	105	125	170	605	85	140	80	
Future Volume (vph)	60	395	115	625	390	105	125	170	605	85	140	80	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95		
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99		
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1693	3261		1608	1673	1478	1676	1765	1477	1644	3081		
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	1693	3261		1608	1673	1478	1676	1765	1477	1644	3081		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	64	420	122	665	415	112	133	181	644	90	149	85	
RTOR Reduction (vph)	0	17	0	0	0	56	0	0	436	0	70	0	
Lane Group Flow (vph)	64	525	0	532	548	56	133	181	208	90	164	0	
Confl. Peds. (#/hr)	2		1	1		2	2		3	3		2	
Confl. Bikes (#/hr)			1										
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	4%	4%	4%	
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases	2	2		6	6		3	8		7	4		
Permitted Phases						6			8				
Actuated Green, G (s)	22.4	22.4		26.2	26.2	26.2	13.8	21.8	21.8	9.6	17.6		
Effective Green, g (s)	22.4	22.4		26.2	26.2	26.2	13.8	21.8	21.8	9.6	17.6		
Actuated g/C Ratio	0.23	0.23		0.27	0.27	0.27	0.14	0.22	0.22	0.10	0.18		
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		
Vehicle Extension (s)	3.0	3.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		
Lane Grp Cap (vph)	386	745		429	447	395	236	392	328	161	553		
v/s Ratio Prot	0.04	c0.16		c0.33	0.33		c0.08	0.10		0.05	0.05		
v/s Ratio Perm						0.04			c0.14				
v/c Ratio	0.17	0.70		1.24	1.23	0.14	0.56	0.46	0.63	0.56	0.30		
Uniform Delay, d1	30.3	34.8		35.9	35.9	27.3	39.3	33.0	34.5	42.2	34.8		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.2	3.0		126.5	120.2	0.2	3.3	1.0	4.1	4.6	0.4		
Delay (s)	30.5	37.8		162.4	156.1	27.5	42.6	34.0	38.6	46.8	35.2		
Level of Service	C	D		F	F	C	D	C	D	D	D		
Approach Delay (s)		37.0			146.8			38.3			38.4		
Approach LOS		D			F			D			D		
Intersection Summary													
HCM 2000 Control Delay			80.1									HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			0.86										
Actuated Cycle Length (s)			98.0									Sum of lost time (s)	18.0
Intersection Capacity Utilization			75.1%									ICU Level of Service	D
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: NW Lidvig Way & Bond Rd

03/25/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑↑		↖	↖
Traffic Volume (vph)	460	605	685	95	80	520
Future Volume (vph)	460	605	685	95	80	520
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0	5.0		4.5	4.5
Lane Util. Factor	1.00	1.00	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1693	1782	3313		1676	1500
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1693	1782	3313		1676	1500
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	489	644	729	101	85	553
RTOR Reduction (vph)	0	0	10	0	0	17
Lane Group Flow (vph)	489	644	820	0	85	536
Confl. Peds. (#/hr)	3			3		
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	17
Permitted Phases						
Actuated Green, G (s)	33.8	71.3	32.5		25.8	64.1
Effective Green, g (s)	33.8	71.3	32.5		25.8	64.1
Actuated g/C Ratio	0.32	0.67	0.30		0.24	0.60
Clearance Time (s)	5.0	5.0	5.0		4.5	
Vehicle Extension (s)	3.0	3.0	4.0		2.5	
Lane Grp Cap (vph)	536	1191	1010		405	901
v/s Ratio Prot	c0.29	0.36	c0.25		0.05	c0.36
v/s Ratio Perm						
v/c Ratio	0.91	0.54	0.81		0.21	0.60
Uniform Delay, d1	35.0	9.2	34.2		32.3	13.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	19.9	0.5	5.3		0.2	0.9
Delay (s)	54.9	9.7	39.6		32.4	14.1
Level of Service	D	A	D		C	B
Approach Delay (s)		29.2	39.6		16.5	
Approach LOS		C	D		B	
Intersection Summary						
HCM 2000 Control Delay			29.4		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.80			
Actuated Cycle Length (s)			106.6		Sum of lost time (s)	14.5
Intersection Capacity Utilization			67.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary
 16: Viking Ave NW & NW Edvard St

03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	5	10	10	5	40	5	820	10	40	800	20
Future Volume (veh/h)	25	5	10	10	5	40	5	820	10	40	800	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1758	1758	1744	1744	1744	1772	1772	1772	1786	1786	1786
Adj Flow Rate, veh/h	26	5	10	10	5	41	5	837	10	41	816	20
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	4	4	4	2	2	2	1	1	1
Cap, veh/h	305	41	156	141	22	115	445	1544	18	482	1697	42
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.45	0.45	0.06	0.50	0.50
Sat Flow, veh/h	1110	391	1490	192	209	1095	1688	3407	41	1701	3384	83
Grp Volume(v), veh/h	31	0	10	56	0	0	5	414	433	41	409	427
Grp Sat Flow(s),veh/h/ln	1502	0	1490	1496	0	0	1688	1683	1764	1701	1697	1771
Q Serve(g_s), s	0.0	0.0	0.2	0.2	0.0	0.0	0.1	6.2	6.2	0.4	5.5	5.5
Cycle Q Clear(g_c), s	0.6	0.0	0.2	1.2	0.0	0.0	0.1	6.2	6.2	0.4	5.5	5.5
Prop In Lane	0.84		1.00	0.18		0.73	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	346	0	156	278	0	0	445	763	800	482	851	888
V/C Ratio(X)	0.09	0.00	0.06	0.20	0.00	0.00	0.01	0.54	0.54	0.09	0.48	0.48
Avail Cap(c_a), veh/h	2422	0	2362	1200	0	0	1660	2669	2798	1625	2690	2808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	14.1	14.6	0.0	0.0	5.3	6.9	6.9	4.9	5.7	5.7
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.4	0.0	0.0	0.0	0.7	0.7	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.1	0.7	0.0	0.0	0.0	2.5	2.6	0.1	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	14.4	15.0	0.0	0.0	5.3	7.7	7.6	5.0	6.2	6.2
LnGrp LOS	B	A	B	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		41			56			852			877	
Approach Delay, s/veh		14.4			15.0			7.6			6.2	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	20.4		8.2	4.8	22.1		8.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	25.5	55.5		55.5	25.5	55.5		25.5				
Max Q Clear Time (g_c+I1), s	2.4	8.2		2.6	2.1	7.5		3.2				
Green Ext Time (p_c), s	0.1	7.6		0.3	0.0	7.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

HCM 6th TWSC
 17: 10th Ave /Little Valley Rd & Forest Rock Road

03/25/2025

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕		↶	↷	
Traffic Vol, veh/h	60	165	125	10	155	35	130	55	20	20	30	55
Future Vol, veh/h	60	165	125	10	155	35	130	55	20	20	30	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	3	3	3
Mvmt Flow	66	181	137	11	170	38	143	60	22	22	33	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	208	0	0	318	0	0	640	612	251	635	661	189
Stage 1	-	-	-	-	-	-	382	382	-	211	211	-
Stage 2	-	-	-	-	-	-	258	230	-	424	450	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.11	6.51	6.21	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.509	4.009	3.309	3.527	4.027	3.327
Pot Cap-1 Maneuver	1363	-	-	1248	-	-	390	409	790	390	381	850
Stage 1	-	-	-	-	-	-	643	614	-	789	726	-
Stage 2	-	-	-	-	-	-	749	716	-	606	570	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1363	-	-	1248	-	-	323	386	789	319	359	850
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	386	-	319	359	-
Stage 1	-	-	-	-	-	-	612	585	-	751	719	-
Stage 2	-	-	-	-	-	-	658	710	-	502	543	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.3		0.4		30.5		13.4	
HCM LOS					D		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	359	1363	-	-	1248	-	-	319	573
HCM Lane V/C Ratio	0.628	0.048	-	-	0.009	-	-	0.069	0.163
HCM Control Delay (s)	30.5	7.8	-	-	7.9	-	-	17.1	12.5
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	4.1	0.2	-	-	0	-	-	0.2	0.6

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖	↗	↖	↖	↗	↖	↗	
Traffic Vol, veh/h	20	45	10	80	30	15	10	120	125	25	80	35
Future Vol, veh/h	20	45	10	80	30	15	10	120	125	25	80	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	0	0	0
Mvmt Flow	21	47	10	83	31	16	10	125	130	26	83	36
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.1	9.9	10.2	9
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	31%	0%	73%	0%	100%	0%
Vol Thru, %	0%	49%	69%	0%	27%	0%	0%	70%
Vol Right, %	0%	51%	0%	100%	0%	100%	0%	30%
Sign Control	Stop							
Traffic Vol by Lane	10	245	65	10	110	15	25	115
LT Vol	10	0	20	0	80	0	25	0
Through Vol	0	120	45	0	30	0	0	80
RT Vol	0	125	0	10	0	15	0	35
Lane Flow Rate	10	255	68	10	115	16	26	120
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.017	0.347	0.11	0.014	0.19	0.021	0.042	0.171
Departure Headway (Hd)	5.758	4.896	5.828	4.966	5.978	4.906	5.85	5.132
Convergence, Y/N	Yes							
Cap	620	732	611	714	597	723	609	695
Service Time	3.51	2.647	3.606	2.744	3.752	2.679	3.611	2.892
HCM Lane V/C Ratio	0.016	0.348	0.111	0.014	0.193	0.022	0.043	0.173
HCM Control Delay	8.6	10.3	9.3	7.8	10.2	7.8	8.9	9
HCM Lane LOS	A	B	A	A	B	A	A	A
HCM 95th-tile Q	0.1	1.6	0.4	0	0.7	0.1	0.1	0.6

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	110	80	55	95	100	95
Future Vol, veh/h	110	80	55	95	100	95
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	122	89	61	106	111	106
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.4	9.1	9.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	51%
Vol Right, %	0%	0%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	95	110	80	195
LT Vol	55	0	110	0	0
Through Vol	0	95	0	0	100
RT Vol	0	0	0	80	95
Lane Flow Rate	61	106	122	89	217
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.098	0.155	0.203	0.118	0.288
Departure Headway (Hd)	5.789	5.285	5.969	4.762	4.793
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	618	677	600	749	747
Service Time	3.537	3.033	3.721	2.513	2.836
HCM Lane V/C Ratio	0.099	0.157	0.203	0.119	0.29
HCM Control Delay	9.2	9	10.2	8.2	9.8
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.3	0.5	0.8	0.4	1.2

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	10	30	10	30	80	30	125	5	30	160	10
Future Vol, veh/h	15	10	30	10	30	80	30	125	5	30	160	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	0	0	0
Mvmt Flow	17	11	33	11	33	89	33	139	6	33	178	11
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	8.5	9.6	9.3	10.8
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	8%	15%
Vol Thru, %	0%	96%	0%	25%	25%	80%
Vol Right, %	0%	4%	0%	75%	67%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	130	15	40	120	200
LT Vol	30	0	15	0	10	30
Through Vol	0	125	0	10	30	160
RT Vol	0	5	0	30	80	10
Lane Flow Rate	33	144	17	44	133	222
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.053	0.21	0.029	0.064	0.194	0.323
Departure Headway (Hd)	5.753	5.222	6.233	5.198	5.249	5.238
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	620	685	572	684	680	684
Service Time	3.509	2.978	4.001	2.965	3.308	3.292
HCM Lane V/C Ratio	0.053	0.21	0.03	0.064	0.196	0.325
HCM Control Delay	8.8	9.4	9.2	8.3	9.6	10.8
HCM Lane LOS	A	A	A	A	A	B
HCM 95th-tile Q	0.2	0.8	0.1	0.2	0.7	1.4

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶		↶	↷
Traffic Vol, veh/h	10	305	315	15	220	320
Future Vol, veh/h	10	305	315	15	220	320
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	11	347	358	17	250	364
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	18.5	21	18.1
HCM LOS	C	C	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	95%	0%	0%	0%	100%
Vol Right, %	5%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	330	10	305	220	320
LT Vol	0	10	0	220	0
Through Vol	315	0	0	0	320
RT Vol	15	0	305	0	0
Lane Flow Rate	375	11	347	250	364
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.661	0.024	0.613	0.475	0.639
Departure Headway (Hd)	6.345	7.588	6.363	6.84	6.331
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	566	470	565	525	567
Service Time	4.417	5.362	4.136	4.618	4.108
HCM Lane V/C Ratio	0.663	0.023	0.614	0.476	0.642
HCM Control Delay	21	10.6	18.8	15.7	19.8
HCM Lane LOS	C	B	C	C	C
HCM 95th-tile Q	4.9	0.1	4.1	2.5	4.5

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		↕
Traffic Vol, veh/h	15	140	0	0	170	170	0	0	0	175	0	5
Future Vol, veh/h	15	140	0	0	170	170	0	0	0	175	0	5
Peak Hour Factor	0.96	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92	0.96	0.92	0.96
Heavy Vehicles, %	0	0	2	2	1	1	2	2	2	1	2	1
Mvmt Flow	16	146	0	0	177	177	0	0	0	182	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	1	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	9.3	10.8	0	11.6
HCM LOS	A	B	-	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	10%	0%	100%	0%
Vol Thru, %	100%	90%	50%	0%	0%
Vol Right, %	0%	0%	50%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	155	340	175	5
LT Vol	0	15	0	175	0
Through Vol	0	140	170	0	0
RT Vol	0	0	170	0	5
Lane Flow Rate	0	161	354	182	5
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0	0.22	0.433	0.311	0.007
Departure Headway (Hd)	5.639	4.897	4.402	6.15	4.938
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	728	815	580	716
Service Time	3.639	2.957	2.445	3.939	2.726
HCM Lane V/C Ratio	0	0.221	0.434	0.314	0.007
HCM Control Delay	8.6	9.3	10.8	11.7	7.8
HCM Lane LOS	N	A	B	B	A
HCM 95th-tile Q	0	0.8	2.2	1.3	0

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	10	230	65	15	285	30	0	0	0	15	30	10
Future Vol, veh/h	10	230	65	15	285	30	0	0	0	15	30	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	0	0	0
Mvmt Flow	11	247	70	16	306	32	0	0	0	16	32	11
Number of Lanes	0	1	0	0	1	0	0	0	0	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	10.1	10.7	8.8
HCM LOS	B	B	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	5%	27%
Vol Thru, %	75%	86%	55%
Vol Right, %	21%	9%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	305	330	55
LT Vol	10	15	15
Through Vol	230	285	30
RT Vol	65	30	10
Lane Flow Rate	328	355	59
Geometry Grp	1	1	1
Degree of Util (X)	0.393	0.432	0.087
Departure Headway (Hd)	4.319	4.38	5.295
Convergence, Y/N	Yes	Yes	Yes
Cap	833	823	675
Service Time	2.342	2.402	3.34
HCM Lane V/C Ratio	0.394	0.431	0.087
HCM Control Delay	10.1	10.7	8.8
HCM Lane LOS	B	B	A
HCM 95th-tile Q	1.9	2.2	0.3

HCM 6th TWSC
 24: NE Hostmark Street & NE Lincoln Road

03/25/2025

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	25	220	300	5	0	35
Future Vol, veh/h	25	220	300	5	0	35
Conflicting Peds, #/hr	9	0	0	9	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	0	0
Mvmt Flow	27	239	326	5	0	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	340	0	-	0	631 338
Stage 1	-	-	-	-	338 -
Stage 2	-	-	-	-	293 -
Critical Hdwy	4.12	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.218	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1219	-	-	-	448 709
Stage 1	-	-	-	-	727 -
Stage 2	-	-	-	-	762 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1210	-	-	-	430 704
Mov Cap-2 Maneuver	-	-	-	-	430 -
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	757 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1210	-	-	-	704
HCM Lane V/C Ratio	0.022	-	-	-	0.054
HCM Control Delay (s)	8	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
 25: 6th Avenue NE & NE Hostmark Street

03/25/2025

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	20	50	220	75	65
Future Vol, veh/h	200	20	50	220	75	65
Conflicting Peds, #/hr	0	4	4	0	2	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	217	22	54	239	82	71

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	243	0	581	233
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1329	-	478	809
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1325	-	456	806
Mov Cap-2 Maneuver	-	-	-	-	456	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	456	806	-	-	1325	-
HCM Lane V/C Ratio	0.179	0.088	-	-	0.041	-
HCM Control Delay (s)	14.6	9.9	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

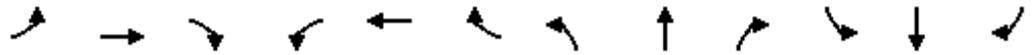
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔		↔			↔	
Traffic Vol, veh/h	15	75	10	0	0	60	0	15	5	25	5	0
Future Vol, veh/h	15	75	10	0	0	60	0	15	5	25	5	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3	3	3
Mvmt Flow	17	85	11	0	0	68	0	17	6	28	6	0
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	6.8	7.3	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	15%	0%	83%
Vol Thru, %	75%	75%	0%	17%
Vol Right, %	25%	10%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	100	60	30
LT Vol	0	15	0	25
Through Vol	15	75	0	5
RT Vol	5	10	60	0
Lane Flow Rate	23	114	68	34
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.127	0.066	0.042
Departure Headway (Hd)	4.09	4.02	3.483	4.45
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	865	889	1018	798
Service Time	2.161	2.059	1.541	2.515
HCM Lane V/C Ratio	0.027	0.128	0.067	0.043
HCM Control Delay	7.3	7.6	6.8	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.1

HCM 6th Signalized Intersection Summary
 27: 10th Avenue NE & NE Lincoln Road

03/25/2025

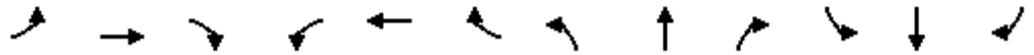


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	320	5	0	275	95	0	0	5	170	0	55
Future Volume (veh/h)	180	320	5	0	275	95	0	0	5	170	0	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1800	1800	1800	1772	1772	1772
Adj Flow Rate, veh/h	189	337	5	0	289	100	0	0	5	179	0	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	731	1277	19	82	922	319	0	0	250	309	0	241
Arrive On Green	0.73	0.73	0.73	0.00	0.73	0.73	0.00	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	994	1741	26	1039	1257	435	0	0	1521	1383	0	1464
Grp Volume(v), veh/h	189	0	342	0	0	389	0	0	5	179	0	58
Grp Sat Flow(s),veh/h/ln	994	0	1767	1039	0	1692	0	0	1521	1383	0	1464
Q Serve(g_s), s	7.2	0.0	5.6	0.0	0.0	7.0	0.0	0.0	0.2	10.7	0.0	3.0
Cycle Q Clear(g_c), s	14.2	0.0	5.6	0.0	0.0	7.0	0.0	0.0	0.2	11.0	0.0	3.0
Prop In Lane	1.00		0.01	1.00		0.26	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	731	0	1296	82	0	1241	0	0	250	309	0	241
V/C Ratio(X)	0.26	0.00	0.26	0.00	0.00	0.31	0.00	0.00	0.02	0.58	0.00	0.24
Avail Cap(c_a), veh/h	731	0	1296	82	0	1241	0	0	717	742	0	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	3.9	0.0	0.0	4.1	0.0	0.0	30.8	35.4	0.0	32.0
Incr Delay (d2), s/veh	0.9	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.0	1.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	3.3	0.0	0.0	3.9	0.0	0.0	0.2	6.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.4	0.0	4.4	0.0	0.0	4.7	0.0	0.0	30.8	37.1	0.0	32.5
LnGrp LOS	A	A	A	A	A	A	A	A	C	D	A	C
Approach Vol, veh/h		531			389			5				237
Approach Delay, s/veh		5.4			4.7			30.8				36.0
Approach LOS		A			A			C				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		69.0		19.0		69.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.5		64.5		41.5		64.5				
Max Q Clear Time (g_c+I1), s		2.2		16.2		13.0		9.0				
Green Ext Time (p_c), s		0.0		3.6		1.3		3.0				
Intersection Summary												
HCM 6th Ctrl Delay				11.5								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

28: Caldart Avenue NE & NE Lincoln Road/NE Lincoln Road

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	275	155	50	220	20	110	55	45	40	30	20
Future Volume (veh/h)	45	275	155	50	220	20	110	55	45	40	30	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.97	0.97		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1758	1758	1758	1772	1772	1772	1758	1758	1758
Adj Flow Rate, veh/h	48	296	167	54	237	22	118	59	48	43	32	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	3	3	3
Cap, veh/h	560	391	221	403	655	61	416	160	130	357	136	94
Arrive On Green	0.06	0.37	0.37	0.10	0.41	0.41	0.09	0.18	0.18	0.05	0.14	0.14
Sat Flow, veh/h	1688	1063	599	1674	1584	147	1688	892	725	1674	945	650
Grp Volume(v), veh/h	48	0	463	54	0	259	118	0	107	43	0	54
Grp Sat Flow(s),veh/h/ln	1688	0	1662	1674	0	1731	1688	0	1617	1674	0	1595
Q Serve(g_s), s	1.0	0.0	14.6	1.1	0.0	6.2	3.5	0.0	3.5	1.3	0.0	1.8
Cycle Q Clear(g_c), s	1.0	0.0	14.6	1.1	0.0	6.2	3.5	0.0	3.5	1.3	0.0	1.8
Prop In Lane	1.00		0.36	1.00		0.08	1.00		0.45	1.00		0.41
Lane Grp Cap(c), veh/h	560	0	612	403	0	715	416	0	290	357	0	230
V/C Ratio(X)	0.09	0.00	0.76	0.13	0.00	0.36	0.28	0.00	0.37	0.12	0.00	0.23
Avail Cap(c_a), veh/h	1469	0	987	949	0	738	990	0	960	985	0	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	16.6	10.6	0.0	12.1	19.1	0.0	21.6	19.9	0.0	22.7
Incr Delay (d2), s/veh	0.1	0.0	4.1	0.2	0.0	0.7	0.4	0.0	0.9	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	9.6	0.6	0.0	4.1	2.4	0.0	2.4	0.9	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	20.6	10.7	0.0	12.8	19.5	0.0	22.5	20.1	0.0	23.3
LnGrp LOS	B	A	C	B	A	B	B	A	C	C	A	C
Approach Vol, veh/h		511			313			225				97
Approach Delay, s/veh		19.7			12.4			20.9				21.8
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	15.2	10.5	26.5	9.7	13.1	7.8	29.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	25.5	35.5	25.5	35.5	25.5	35.5	35.5	25.5				
Max Q Clear Time (g_c+I1), s	3.3	5.5	3.1	16.6	5.5	3.8	3.0	8.2				
Green Ext Time (p_c), s	0.1	0.7	0.1	5.4	0.4	0.3	0.1	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									

HCM 6th TWSC
 29: Maranatha Lane NE & NE Lincoln Road

03/25/2025

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	5	0	195	5	5
Future Vol, veh/h	255	5	0	195	5	5
Conflicting Peds, #/hr	0	1	1	0	4	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	290	6	0	222	6	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	297	0	520 294
Stage 1	-	-	-	-	294 -
Stage 2	-	-	-	-	226 -
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	-	-	1264	-	516 745
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	812 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1263	-	514 744
Mov Cap-2 Maneuver	-	-	-	-	514 -
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	810 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	608	-	-	1263	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Control Delay (s)	11	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	20	30	35	20	0	60	5	80	0	0	5
Future Vol, veh/h	0	20	30	35	20	0	60	5	80	0	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	6	6	6	4	4	4	4	4	4	0	0	0
Mvmt Flow	0	21	32	37	21	0	63	5	84	0	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.8	7.8	6.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	0%	64%	0%
Vol Thru, %	3%	40%	36%	0%
Vol Right, %	55%	60%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	50	55	5
LT Vol	60	0	35	0
Through Vol	5	20	20	0
RT Vol	80	30	0	5
Lane Flow Rate	153	53	58	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.166	0.058	0.071	0.005
Departure Headway (Hd)	3.914	3.963	4.414	3.608
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	892	804	974
Service Time	1.974	2.04	2.483	1.696
HCM Lane V/C Ratio	0.169	0.059	0.072	0.005
HCM Control Delay	7.8	7.3	7.8	6.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.2	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘			↕	
Traffic Vol, veh/h	60	20	30	5	15	5	55	70	5	5	20	40
Future Vol, veh/h	60	20	30	5	15	5	55	70	5	5	20	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	0	0	0	4	4	4	3	3	3
Mvmt Flow	65	22	32	5	16	5	59	75	5	5	22	43
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	8.2	7.6	8.4	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	55%	20%	8%
Vol Thru, %	0%	93%	18%	60%	31%
Vol Right, %	0%	7%	27%	20%	62%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	75	110	25	65
LT Vol	55	0	60	5	5
Through Vol	0	70	20	15	20
RT Vol	0	5	30	5	40
Lane Flow Rate	59	81	118	27	70
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.09	0.11	0.145	0.033	0.082
Departure Headway (Hd)	5.472	4.924	4.415	4.459	4.2
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	659	732	815	805	855
Service Time	3.172	2.624	2.428	2.477	2.216
HCM Lane V/C Ratio	0.09	0.111	0.145	0.034	0.082
HCM Control Delay	8.7	8.2	8.2	7.6	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.5	0.1	0.3

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	75	140	65	5	110	40	45	35	10	40	75	85
Future Vol, veh/h	75	140	65	5	110	40	45	35	10	40	75	85
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	2	2	2
Mvmt Flow	86	161	75	6	126	46	52	40	11	46	86	98
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	12.1	10	9.9	9.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	50%	27%	3%	35%	0%
Vol Thru, %	39%	50%	71%	65%	0%
Vol Right, %	11%	23%	26%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	280	155	115	85
LT Vol	45	75	5	40	0
Through Vol	35	140	110	75	0
RT Vol	10	65	40	0	85
Lane Flow Rate	103	322	178	132	98
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.165	0.452	0.256	0.226	0.143
Departure Headway (Hd)	5.732	5.051	5.173	6.167	5.282
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	625	718	695	582	678
Service Time	3.773	3.051	3.206	3.904	3.018
HCM Lane V/C Ratio	0.165	0.448	0.256	0.227	0.145
HCM Control Delay	9.9	12.1	10	10.7	8.9
HCM Lane LOS	A	B	A	B	A
HCM 95th-tile Q	0.6	2.4	1	0.9	0.5

MOVEMENT SUMMARY

Site: 34 [Johnson Rd NE & SR 305 (Site Folder: Existing PM 2023)]

New Site
 Site Category: Existing 2023 PM
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Johnson Rd NE														
3	L2	20	4.0	21	4.0	0.046	13.6	LOS B	0.2	4.9	0.58	0.74	0.58	34.0
8	T1	5	4.0	5	4.0	0.046	7.8	LOS A	0.2	4.9	0.58	0.74	0.58	33.9
18	R2	5	4.0	5	4.0	0.046	7.7	LOS A	0.2	4.9	0.58	0.74	0.58	33.0
Approach		30	4.0	31	4.0	0.046	11.7	LOS B	0.2	4.9	0.58	0.74	0.58	33.8
East: SR 305														
1	L2	10	2.0	10	2.0	0.010	10.0	LOS A	0.0	1.1	0.14	0.61	0.14	34.7
6	T1	1085	2.0	1130	2.0	0.753	4.3	LOS A	10.7	271.2	0.34	0.37	0.34	36.9
16	R2	5	2.0	5	2.0	0.753	4.5	LOS A	10.7	271.2	0.34	0.37	0.34	35.6
Approach		1100	2.0	1146	2.0	0.753	4.4	LOS A	10.7	271.2	0.34	0.37	0.34	36.8
North: Johnson Rd NE														
7	L2	0	0.0	0	0.0	0.021	6.3	LOS A	0.1	2.5	0.73	0.70	0.73	29.6
4	T1	5	0.0	5	0.0	0.021	10.3	LOS B	0.1	2.5	0.73	0.70	0.73	34.5
14	R2	5	0.0	5	0.0	0.021	10.2	LOS B	0.1	2.5	0.73	0.70	0.73	33.6
Approach		10	0.0	10	0.0	0.021	10.2	LOS B	0.1	2.5	0.73	0.70	0.73	34.1
West: SR 305														
5	L2	5	2.0	5	2.0	0.005	9.9	LOS A	0.0	0.5	0.08	0.63	0.08	34.8
2	T1	770	2.0	802	2.0	0.541	4.1	LOS A	4.4	111.5	0.13	0.36	0.13	37.7
12	R2	25	2.0	26	2.0	0.541	4.2	LOS A	4.4	111.5	0.13	0.36	0.13	36.3
Approach		800	2.0	833	2.0	0.541	4.1	LOS A	4.4	111.5	0.13	0.37	0.13	37.6
All Vehicles		1940	2.0	2021	2.0	0.753	4.4	LOS A	10.7	271.2	0.26	0.38	0.26	37.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	20	5	90	5	155	35	65	145	5
Future Vol, veh/h	0	0	0	20	5	90	5	155	35	65	145	5
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	25	6	114	6	196	44	82	184	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	8.7	9.4	10
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	17%	30%
Vol Thru, %	79%	100%	4%	67%
Vol Right, %	18%	0%	78%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	0	115	215
LT Vol	5	0	20	65
Through Vol	155	0	5	145
RT Vol	35	0	90	5
Lane Flow Rate	247	0	146	272
Geometry Grp	1	1	1	1
Degree of Util (X)	0.305	0	0.187	0.345
Departure Headway (Hd)	4.443	5.268	4.615	4.558
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	0	774	787
Service Time	2.48	3.329	2.658	2.594
HCM Lane V/C Ratio	0.306	0	0.189	0.346
HCM Control Delay	9.4	8.3	8.7	10
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	1.3	0	0.7	1.5

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	10	65	120	85	105	10
Future Vol, veh/h	10	65	120	85	105	10
Conflicting Peds, #/hr	0	0	0	0	0	1
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	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	10	67	124	88	108	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	212	0	-	0	255 169
Stage 1	-	-	-	-	168 -
Stage 2	-	-	-	-	87 -
Critical Hdwy	4.11	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.209	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1364	-	-	-	732 872
Stage 1	-	-	-	-	859 -
Stage 2	-	-	-	-	934 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1364	-	-	-	726 871
Mov Cap-2 Maneuver	-	-	-	-	726 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	934 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	737
HCM Lane V/C Ratio	0.008	-	-	-	0.161
HCM Control Delay (s)	7.7	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	200	235	50	80	5
Future Vol, veh/h	5	200	235	50	80	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	4	1	1	4	4
Mvmt Flow	6	225	264	56	90	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	320	0	-	0	529 292
Stage 1	-	-	-	-	292 -
Stage 2	-	-	-	-	237 -
Critical Hdwy	4.14	-	-	-	6.44 6.24
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.236	-	-	-	3.536 3.336
Pot Cap-1 Maneuver	1229	-	-	-	507 743
Stage 1	-	-	-	-	753 -
Stage 2	-	-	-	-	798 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1229	-	-	-	504 743
Mov Cap-2 Maneuver	-	-	-	-	504 -
Stage 1	-	-	-	-	748 -
Stage 2	-	-	-	-	798 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1229	-	-	-	514
HCM Lane V/C Ratio	0.005	-	-	-	0.186
HCM Control Delay (s)	7.9	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	15	15	270	240	25
Future Vol, veh/h	25	15	15	270	240	25
Conflicting Peds, #/hr	2	1	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	3	3	3	3
Mvmt Flow	28	17	17	307	273	28

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	632	290	303	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.13	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.227	-	-	-
Pot Cap-1 Maneuver	435	735	1252	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	427	733	1250	-	-	-
Mov Cap-2 Maneuver	523	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1250	-	586	-	-
HCM Lane V/C Ratio	0.014	-	0.078	-	-
HCM Control Delay (s)	7.9	-	11.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th TWSC
 39: Front St NE & NE Torval Canyon Rd

03/25/2025

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	60	710	5	60	625
Future Vol, veh/h	0	60	710	5	60	625
Conflicting Peds, #/hr	3	0	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	0	0	1	1
Mvmt Flow	0	61	724	5	61	638

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1500	737	0	0	739
Stage 1	737	-	-	-	-
Stage 2	763	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	134	418	-	-	872
Stage 1	473	-	-	-	-
Stage 2	460	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	123	415	-	-	865
Mov Cap-2 Maneuver	123	-	-	-	-
Stage 1	469	-	-	-	-
Stage 2	426	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	415	865
HCM Lane V/C Ratio	-	-	0.148	0.071
HCM Control Delay (s)	-	-	15.2	9.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2

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	5	0	0	5	5	55	5	675	5	45	575	0
Future Vol, veh/h	5	0	0	5	5	55	5	675	5	45	575	0
Conflicting Peds, #/hr	1	0	0	0	0	1	3	0	10	10	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	5	0	0	5	5	57	5	703	5	47	599	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1444	1424	602	1419	1422	717	602	0	0	718	0	0
Stage 1	696	696	-	726	726	-	-	-	-	-	-	-
Stage 2	748	728	-	693	696	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	111	137	503	115	137	433	980	-	-	888	-	-
Stage 1	435	446	-	419	433	-	-	-	-	-	-	-
Stage 2	408	432	-	437	446	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	89	128	502	109	128	429	978	-	-	881	-	-
Mov Cap-2 Maneuver	89	128	-	109	128	-	-	-	-	-	-	-
Stage 1	432	421	-	414	427	-	-	-	-	-	-	-
Stage 2	347	426	-	414	421	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	47.9		20.1		0.1		0.7	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	978	-	-	89	305	881	-	-
HCM Lane V/C Ratio	0.005	-	-	0.059	0.222	0.053	-	-
HCM Control Delay (s)	8.7	-	-	47.9	20.1	9.3	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.2	-	-

HCM 6th TWSC
41: Sherman Hill Road & Viking Avenue

03/25/2025

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	0	15	5	0	5	20	700	5	0	745	45
Future Vol, veh/h	25	0	15	5	0	5	20	700	5	0	745	45
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									
Storage Length	-	-	-	-	-	-	200	-	-	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	8	8	0	0	0	3	3	3	2	2	2
Mvmt Flow	26	0	16	5	0	5	21	729	5	0	776	47

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1576	1576	800	1582	1597	732	823	0	0	734	0	0
Stage 1	800	800	-	774	774	-	-	-	-	-	-	-
Stage 2	776	776	-	808	823	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	106	376	89	108	424	802	-	-	871	-	-
Stage 1	370	389	-	394	411	-	-	-	-	-	-	-
Stage 2	381	399	-	378	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	83	103	376	84	105	424	802	-	-	871	-	-
Mov Cap-2 Maneuver	83	103	-	84	105	-	-	-	-	-	-	-
Stage 1	360	389	-	384	400	-	-	-	-	-	-	-
Stage 2	366	389	-	362	391	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	51.9		32.8		0.3		0			
HCM LOS	F		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	117	140	871	-	-
HCM Lane V/C Ratio	0.026	-	-	0.356	0.074	-	-	-
HCM Control Delay (s)	9.6	-	-	51.9	32.8	0	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.2	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	80	110	295	295	5
Future Vol, veh/h	0	80	110	295	295	5
Conflicting Peds, #/hr	0	0	2	0	0	2
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	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	4	4
Mvmt Flow	0	92	126	339	339	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	935	344	347	0	-	0
Stage 1	344	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	293	696	1206	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	254	695	1204	-	-	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	550	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1204	-	695	-	-
HCM Lane V/C Ratio	0.105	-	0.132	-	-
HCM Control Delay (s)	8.3	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	20	595	15	45	575
Future Vol, veh/h	5	20	595	15	45	575
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	5	21	626	16	47	605

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1333	634	0	0	642	0
Stage 1	634	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	168	476	-	-	943	-
Stage 1	525	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	160	476	-	-	943	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	341	943
HCM Lane V/C Ratio	-	-	0.077	0.05
HCM Control Delay (s)	-	-	16.4	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2

HCM 6th TWSC
44: Pugh Rd NE & NE Lincoln Road

03/25/2025

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	45	275	35	5	225	5	20	0	0	5	5	30
Future Vol, veh/h	45	275	35	5	225	5	20	0	0	5	5	30
Conflicting Peds, #/hr	1	0	4	4	0	1	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	5	5	5
Mvmt Flow	51	309	39	6	253	6	22	0	0	6	6	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	352	0	0	723	707	336	703	723	257
Stage 1	-	-	-	-	-	-	435	435	-	269	269	-
Stage 2	-	-	-	-	-	-	288	272	-	434	454	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.1	6.5	6.2	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.15	5.55	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.5	4	3.3	3.545	4.045	3.345
Pot Cap-1 Maneuver	1304	-	-	1207	-	-	344	363	711	348	349	774
Stage 1	-	-	-	-	-	-	604	584	-	730	681	-
Stage 2	-	-	-	-	-	-	724	688	-	595	564	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1303	-	-	1203	-	-	313	346	707	335	332	773
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	346	-	335	332	-
Stage 1	-	-	-	-	-	-	579	559	-	701	677	-
Stage 2	-	-	-	-	-	-	683	684	-	570	540	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.2			17.4			11.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	313	1303	-	-	1203	-	-	581
HCM Lane V/C Ratio	0.072	0.039	-	-	0.005	-	-	0.077
HCM Control Delay (s)	17.4	7.9	-	-	8	-	-	11.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3