

ATTACHMENT 1

EVACUATION PLAN FOR WILLAMETTE COUNTRY MUSIC FESTIVAL

This evacuation plan is provided verbatim from the October 17, 2017 permit application.

1. In the event of an evacuation level emergency (extreme weather, wildfire, or high level bomb/public safety event) the decision to evacuate will be made jointly or singly (based upon which of these people are on the festival grounds and responsive to the situation, although all must be given notice by phone or text immediately even if not responded to) by the WCMC President, Vice President or the Festival Operations Coordinator in consultation with the OC, designated United Brown staging supervisor and emergency responders. Assessment and decision must be made in a timely manner to assure public safety.
2. In the event of an emergency, all security and site crew (both on and off duty) will report to the Operations Manager at the Site Operations Office. The Security Team will:
 - a. Ensure that each specified area has been cleared
 - b. The public (guests and fans) are moving off the main site
 - c. Performance artists, crew and staff are moving off the main site
 - d. Maintain clear route access for emergency vehicles, including police, fire and ambulance
 - e. Form a line, directing the public in the correct direction, reminding them to be calm
 - f. Provide information to the public as it becomes available
3. The public will be asked to calmly make their way off the main concert venue grounds and toward the GA parking field or area designated by the OC.
4. No vehicle movement is authorized for any reason. No one will be allowed to vacate the festival premises in a vehicle until the all-clear has been given by the OC.
5. The Public will be allowed to wait in the GA parking field and may utilize their vehicles for shelter in the event of severe weather, if not directed elsewhere by the OC.
6. In the event of severe injury:
 - a. The onsite First Aid Team will be called upon to deal with the injured person(s).
 - b. The ambulance service will be contacted immediately.
 - c. The person(s) will be stabilized before being moved if there is an immediate threat to their safety and to that of the First Aid team.
 - d. Only the authorized First Aid Team is authorized to make medical decisions on treatment and/or movement of an injured person.
7. If time allows, the following people will ensure all the electrical equipment has been shut down:
 - a. Site Personnel Lead Person
 - b. Contracted electrical distribution personnel However, the safety of all crew must be taken into account at all times. In the event of a fire, no one will be allowed to re-enter the area until the all-clear has been given by the fire department.
8. Once the situation is under control, the OC in conjunction with the LO and the WCMC President will determine if the event can continue or if an entire evacuation will be necessary.
 - a. If the event is stopped altogether and an entire evacuation is deemed necessary, site personnel will begin the process of evacuating the event site, under the supervision of the OC. Site personnel, in conjunction with security staff and designated deputy officials will begin the process of traffic management to facilitate evacuation of the site.

- b. If an emergency situation happens during the night, Deputy Officials on site will determine if evacuation would be more suitable during daylight hours, keeping in mind that many site workers will not be present during the overnight hours.
 - c. Each field will be cleared one at a time, starting with the main GA parking field. Exit will follow the established traffic control plan for the festival (attached).
- 9. A de-brief will be conducted after the Festival with the deputy and relevant authorities and will include all designated WCMC staff deemed necessary by the President or Operations Manager. Bi-Mart representatives are invited to participate in all after action de-briefs.
- 10. WCMC designated personnel will provide press releases as necessary and schedule interviews when convenient to the designated staff. No press will be allowed on the premises during the evacuation process.
- 11. All situations, both emergency and non-emergency, require notification of the Bi-Mart representative listed above in paragraph IV of this document. Although notification of said representatives is a requirement, press releases or other communications to external media are restricted to designated WCMC personnel.

Where the Liaison Officer (LO), who is an employee of WCMC, LLC, in consultation with the Operational Commander (OC).

ATTACHMENT 2

PUBLIC OUTREACH

PUBLIC OUTREACH

Additional information was obtained by the team through the individual letters, phone calls, and interviews that were provided to property owners, and public meetings. The purpose of these outreach efforts was to understand farming, food processing, and business operations to inform the selection of detour routes. As much of this information is personal, contains names, addresses, and other identifying information, or relates to personal businesses, this information has not been included within this report. Further, the transportation team did not obtain permission to make this personal or attributable information public. Key elements of the public outreach and findings are summarized within the Public Outreach section of the report. If additional information is needed the team can provide these details under separate cover but would first work with the property and business owners to obtain permission following their review of the materials.

ATTACHMENT 3

TRAFFIC COUNTS

ATTACHMENT 4
SEASONAL ADJUSTMENT FACTORS

ATTACHMENT 5

TRIP GENERATION/EVENT DATA

Assumptions

Maximum Attendance: 30000
 Campers: 12000
 GA Occupancy: 2.33
 Camping Occupancy: 2.5

	Daily Use Trips				Event Arrival		Camping Trips		Daily Outing Camping		Total Event Trips	
	Arrival Day Trips		Departure Day Trips		Camping Trips		Event Departure		Trips		In	Out
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Thursday	6:00 a.m.	0		0	0						0	0
	7:00 a.m.	0		0	0						0	0
	8:00 a.m.	0		0	0						0	0
	9:00 a.m.	0		0	0						0	0
	10:00 a.m.	16		0	336						352	0
	11:00 a.m.	55		0	576						631	0
	12:00 p.m.	124		0	480						604	0
	1:00 p.m.	384		0	576						960	0
	2:00 p.m.	444		0	576						1020	0
	3:00 p.m.	767		0	720						1487	0
	4:00 p.m.	1115		55	720						1835	55
5:00 p.m.	1327		55	720						2047	55	
6:00 p.m.	721		55	48						769	55	
7:00 p.m.	423		55	48						471	55	
8:00 p.m.	123		277	0						123	277	
9:00 p.m.	51		4717	0						51	4717	
10:00 p.m.	1		333	0						1	333	
11:00 p.m.	0		0	0						0	0	
Friday	6:00 a.m.	0		0	0			2	46		2	46
	7:00 a.m.	0		0	0			7	65		7	65
	8:00 a.m.	0		0	0			48	192		48	192
	9:00 a.m.	0		0	0			180	420		180	420
	10:00 a.m.	22		0	0			144	216		166	216
	11:00 a.m.	74		0	0			67	101		141	101
	12:00 p.m.	166		0	0			180	180		346	180
	1:00 p.m.	518		0	0			72	48		590	48
	2:00 p.m.	597		0	0			17	7		614	7
	3:00 p.m.	1033		0	0			19	5		1052	5
	4:00 p.m.	1501		75	0			22	2		1523	77
5:00 p.m.	1787		75	0			108	12		1895	87	
6:00 p.m.	971		75	0			228	12		1199	87	
7:00 p.m.	569		75	0			0	0		569	75	
8:00 p.m.	165		75	0			0	0		165	75	
9:00 p.m.	68		374	0			0	0		68	374	
10:00 p.m.	1		5979	0			0	0		1	5979	
11:00 p.m.	0		747	0			0	0		0	747	
Saturday	6:00 a.m.	0		0	0			2	46		2	46
	7:00 a.m.	0		0	0			7	65		7	65
	8:00 a.m.	0		0	0			48	192		48	192
	9:00 a.m.	7		0	0			180	420		187	420
	10:00 a.m.	28		0	0			144	216		172	216
	11:00 a.m.	110		0	0			67	101		177	101
	12:00 p.m.	133		0	0			180	180		313	180
	1:00 p.m.	332		0	0			72	48		404	48
	2:00 p.m.	441		0	0			17	7		457	7
	3:00 p.m.	918		0	0			19	5		937	5
	4:00 p.m.	1540		77	0			22	2		1561	80
5:00 p.m.	2034		77	0			108	12		2142	89	
6:00 p.m.	1540		77	0			228	12		1768	89	
7:00 p.m.	441		77	0			0	0		441	77	
8:00 p.m.	147		77	0			0	0		147	77	
9:00 p.m.	55		386	0			0	0		55	386	
10:00 p.m.	0	100	6180	0			10	100		110	6280	
11:00 p.m.	0		773	0			0	0		0	773	
Sunday	6:00 a.m.	0		0	0			0	2		2	46
	7:00 a.m.	0		0	0			0	7		7	65
	8:00 a.m.	0		0	0			0	48		48	192
	9:00 a.m.	6		0	0			0	180		186	420
	10:00 a.m.	23		0	0			0	144		167	216
	11:00 a.m.	92		0	0			0	67		160	101
	12:00 p.m.	112		0	0			0	180		292	180

Sunday	1:00 p.m.	278		0	0		0	72	48	350	48
	2:00 p.m.	369		0	0		0	17	7	386	7
	3:00 p.m.	769		0	0		0	19	5	789	5
	4:00 p.m.	1291		65	0		0	22	2	1312	67
	5:00 p.m.	1705		65	0		0	108	12	1813	77
	6:00 p.m.	1291		65	0		0	228	12	1519	77
	7:00 p.m.	369		65	0		48	0	0	369	113
	8:00 p.m.	123		324	0		48	0	0	123	372
	9:00 p.m.	46		5504	0		240	0	0	46	5744
	10:00 p.m.	0		388	0		960	0	0	0	1348
	11:00 p.m.	0		0	0		480	0	0	0	480
Monday	6:00 a.m.	0		0	0		240			0	240
	7:00 a.m.	0		0	0		960			0	960
	8:00 a.m.	0		0	0		720			0	720
	9:00 a.m.	0		0	0		480			0	480
	10:00 a.m.	0		0	0		480			0	480
	11:00 a.m.	0		0	0		0			0	0
	12:00 p.m.	0		0	0		0			0	0
	1:00 p.m.	0		0	0		0			0	0
	2:00 p.m.	0		0	0		0			0	0
	3:00 p.m.	0		0	0		0			0	0
	4:00 p.m.	0		0	0		0			0	0
	5:00 p.m.	0		0	0		0			0	0
	6:00 p.m.	0		0	0		0			0	0
	7:00 p.m.	0		0	0		0			0	0
	8:00 p.m.	0		0	0		0			0	0
	9:00 p.m.	0		0	0		0			0	0
	10:00 p.m.	0		0	0		0			0	0
	11:00 p.m.	0		0	0		0			0	0

2017 Sunrise Stage

Thursday (8/17)

5pm Sammy Arriaga
7pm Carlton Anderson

Friday (8/18)

9am Scott Stevens

11am Haley & Michaels
1pm Ben Rue
4pm Spencer Crandall
6pm Nick Wayne

Saturday (8/19)

9am Brodie Stewart
Deborah Allen w/Brewers Grade

11am
2pm Dylan Schneider
4pm Morgan Evans
6pm Devin Dawson

Sunday (8/20)

9am Cowboy Church/Amy Clawson
11am Kelsey Waters
Jo Smith

1pm
3pm Cross Atlantic
5pm Austin Burke



PRESENTED BY **PAPE** Keeps You Moving

Thursday (7/27)

3PM - GATES

4pm - Bailey Bryan

6pm Kane Brown

8pm - Jake Owen

Friday (7/28)

1PM - GATES

3pm - Smithfield

5pm - William Michael Morgan

6:45pm Opening Ceremony

7pm - Brett Eldredge

2018 Headliner Video

9pm - Luke Bryan

Saturday (7/29) TIMBER PRODUCTS

11AM - GATES

1pm - Jackie Lee

3pm - Josh Abbott Band

5pm - Maddie & Tae

7pm - Lee Brice

9pm - Stapleton

Sunday (7/30) COSMOS

NOON - GATES

2pm - Jackson Michelson

4pm - Dan & Shay

6pm - Billy Currington

8pm - Keith Urban

Thursday (7/27)

4PM - GATES

6PM - TWILIGHT CONCERT

Friday (7/28)

3PM - GATES

5pm - Kane Brown

7pm - Dan & Shay

8:45pm Opening Ceremony

9pm - Billy Currington

TBD - 2018 Headliner Video

11pm - Keith Urban

Saturday (7/29)

1PM - GATES

3pm - Ashley McBryde

5pm - William Michael Morgan

7pm - Eric Paslay

9pm - Brett Eldredge

11pm - Luke Bryan

Sunday (7/30)

2PM GATES

4pm - Josh Abbott Band

6pm - Maddie & Tae

8pm - Lee Brice

10pm - Stapleton

Thursday (8/17)

3PM - GATES

4pm - Jackie Lee

6pm - Parmalee

8pm - Thomas Rhett

Friday (8/18)

1PM - GATES

3pm - High Valley

5pm - Colt Ford

6:45pm Opening Ceremony

7pm - Randy Houser

2018 Headliner Video

9pm - Dierks Bentley

Saturday (8/19)

11:00AM - GATES

1pm - Bailey Bryan

3pm - Jackson Michelson

5pm - RaeLynn

7pm - Billy Currington

9pm - Keith Urban

Sunday (8/20) COSMOS

NOON - GATES

2pm - Amy Clawson

4pm - Sundance Head

6pm - Kip Moore

8pm - Zac Brown Band

ATTACHMENT 6

TICKET INFORMATION

LORIE DOAN
Product Designer | [Sign On](#)

[CREATE NEW EVENT](#)

[MAIN PAGES](#)

- Mass Email List
- Summary Counts
- To Do List
- Display Profile
- Display Seat

[FIND ORDER](#)

Order Number

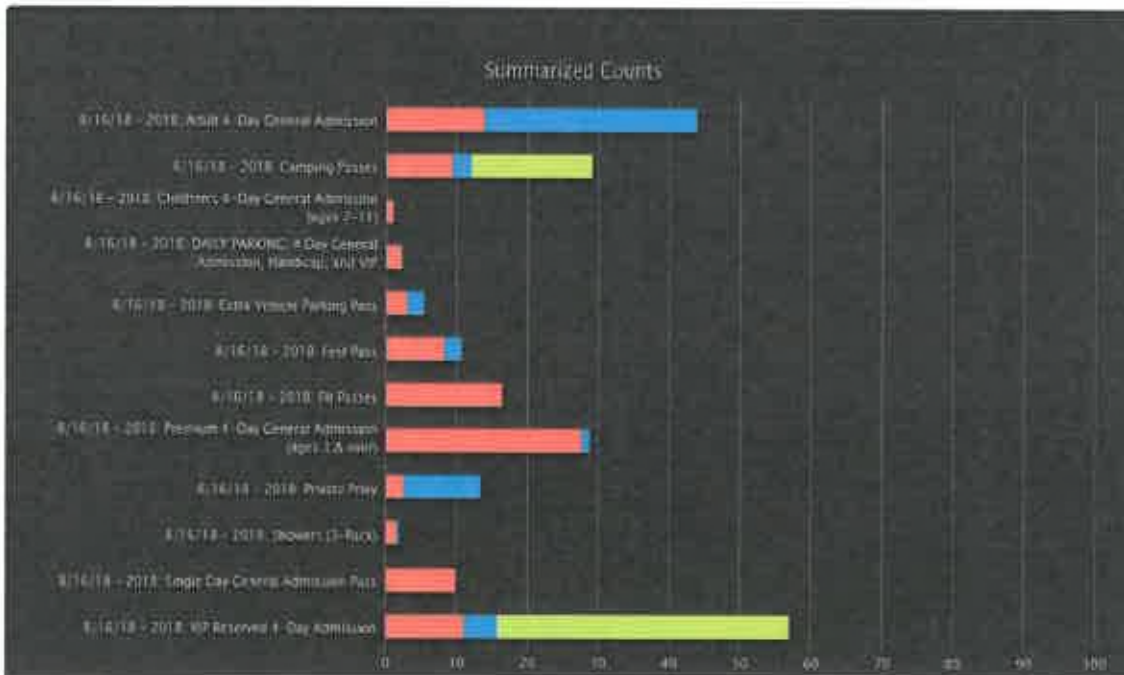
[FIND CUSTOMER](#)

Email or Phone

Label: **Willamette Country Music Festival** Search Events Select Date [Upcoming Events](#) | [All events](#) | [Reset Search](#)

Status: **Open** Sort By: **Title** Include: **All**

Label	Venue	Event	Date	Gross	%Sold	Buys	Comps	PrintOnlys	Holds	Reserved	Total Seats
Willamette Country Music Festival	Willamette Country Music Festival	2018: Adult 4-Day General Admission	08/16/18 8:00AM PDT								12000
Willamette Country Music Festival	Willamette Country Music Festival	2018: Camping Passes	08/16/18 8:00AM PDT								8800
Willamette Country Music Festival	Willamette Country Music Festival	2018: Children's 4-Day General Admission (ages 7-11)	08/16/18 8:00AM PDT								1100
Willamette Country Music Festival	Willamette Country Music Festival	2018: DAILY PARKING: 4 Day General Admission, Handicap, and VIP	08/16/18 8:00AM PDT								5900
Willamette Country Music Festival	Willamette Country Music Festival	2018: Extra Vehicle Parking Pass	08/16/18 8:00AM PDT								2100
Willamette Country Music Festival	Willamette Country Music Festival	2018: Fest Pass	08/16/18 8:00AM PDT								2100
Willamette Country Music Festival	Willamette Country Music Festival	2018: PA Passes	08/16/18 8:00AM PDT								200
Willamette Country Music Festival	Willamette Country Music Festival	2018: Premium 4-Day General Admission (ages 3 & over)	08/16/18 8:00AM PDT								3000
Willamette Country Music Festival	Willamette Country Music Festival	2018: Private Party	08/16/18 8:00AM PDT								200
Willamette Country Music Festival	Willamette Country Music Festival	2018: Showers (3-Pack)	08/16/18 8:00AM PDT								2100
Willamette Country Music Festival	Willamette Country Music Festival	2018: Single Day General Admission Pass	08/16/18 8:00AM PDT								2100
Willamette Country Music Festival	Willamette Country Music Festival	2018: VIP Reserved 4-Day Admission	08/16/18 11:00PM PDT								14648
Totals:											54248



This illustrates the Frontgate Ticket Build. This includes all tickets, parking, and available services under the "Total Seats" column. The totality of these tickets equates to 20,924 Ticketed Persons in Brownsville (Excluding the est. 717 support personnel shown in Table 5) to remain below the 25,000 person limit with a 13% buffer.

Taelor Dunn

From: Scan Alert <root@localhost>
Sent: Saturday, August 19, 2017 11:00 PM
To: Taelor Dunn
Subject: 2017 Willamette

Group	Scans
General Admission	10971
Premium General Admission	3358
VIP	6551
Total	20880

Sample of hourly summary from Frontgate system showing maximum attendance at the 2017 Brownsville Event.

ATTACHMENT 7
DOCUMENTATION OF AGENCY COORDINATION

Correspondence Received Friday March 23, 2018 from ODOT Rail & Public Transit Crossing Safety Unit following ongoing discussions and dialog with ODOT.

Del -

ODOT Rail & Public Transit Crossing Safety Unit has had the opportunity to review the TIA for the Willamette Country Music Festival proposed to be located (in the future) in Marion County west of I-5 between the Ankeny Hil & Talbot Road interchanges.

The initial traffic control route utilized a total of four (4) public grade crossings - Buena Vista Rd S (USDOT 067081P / Oregon Crossing No. 3E-85.7), Wintel Rd S (067083D / 3E-86.8), Marlett Rd (067084K / 3E-87.5), and Talbot Rd S (067085S / 3E-87.9). The TIA updates the traffic control route so as to not utilize Marlett Road, and the portion of Talbot Road that contains a highway-rail grade crossing – thus eliminating two of the four grade crossings along the updated traffic control route. As we discussed last week, reducing the potential conflict points between vehicles along the traffic control route to/from the festival is something the Department supports. There is still a concern that with delay – whether it be some sort of incident (local roadways, I-5, etc), excessive queueing due to ticket/parking operations, a crossing blockage, or any other unforeseen reason, there is nothing that would prevent a roadway user from still utilizing a route that would include the two (2) crossings that are proposed to be removed as part of the preferred traffic control route identified in the TIA (the Marlett and Talbot crossings). This also still leaves the issue of the remaining two crossings along the updated traffic control route. Passive traffic control only – I believe the TIA mentioned mounting flags atop the crossbuck assemblies as one mitigation measure, is not sufficient protection against vehicles potentially spilling back through a railroad crossing. It takes a train traveling at 55 miles per hour (80+ feet per second) 1 mile to stop *with the emergency brakes applied*.

The idea of signing for local traffic only passively (unmanned) should help keep vehicles on the traffic control route and away from the Marlett and Talbot crossings but this also assumes the travel forecast in the TIA is substantially accurate (regarding peak times, arrival/departure rates, modal split, # occupants per vehicle, and so forth).

I commend the team working on the project for their attempt to mitigate the concerns brought forth during the initial traffic control plan. However, as with any forecast, particularly for a first-time event (at this venue), there tends to be a higher degree of uncertainty than a recurring event at the same location with many years of data to support the forecast.

RPTD will continue to recommend and promote an active approach at any highway-rail grade crossings along the proposed traffic control plan (this particular iteration includes the Buena Vista Road and Wintel Road crossings) and also recommends to have a specific contingency plan(s) in place should it become necessary to alter the traffic patterns due to an unforeseen event and/or unanticipated driver behavior.

Thank you for the opportunity to comment.

David R Smith



ODOT Rail & Public Transit
Crossing Safety Unit
Mill Creek Building
555 13th St NE, Suite #3
Salem, OR 97301-4179

Ph. (503) 986-4095
Cell (503) 509-7173
Fx. (503) 986-3183
Email: David.R.SMITH@odot.state.or.us

From: Troy Clausen <TClausen@co.marion.or.us>

Sent: Thursday, November 2, 2017 11:25 AM

To: Gerry Adcock <Gadcock@co.marion.or.us>; Tim Flowerday <Tim@emcllc.org>

Subject: Country Music Festival

Importance: High

Mr. Flowerday,

My name is Troy Clausen. I am the undersheriff for Marion County and have been working closely with Cmdr. Eric Hlad and Lt. Gerry Adcock in review of your application package for bringing your Music festival into Marion County.

The Sheriff's Office is supportive of your application and acknowledges that you have either acknowledged any concerns we have with the application or made changes that were recommended to you and your team. At this time we will not be submitting a formal Letter of Support. Our Office would rather address any concerns from a public safety perspective if the Marion County Board of Commissioners have any questions at the time of their review. We will also be willing to attend any Board of Commissioner meetings that have to do with your application for a permit and talk about your proposed operational plan and any concerns that the Board may want to address in more detail. If you have any questions please do not hesitate to contact me.

Respectfully,

US Clausen

Troy M. Clausen
Undersheriff
Marion County Sheriff's Office
P.O. Box 14500
100 High St. NE
Salem, Oregon 97301
503-576-7166 office
503-932-5385 cell

"To whom much is entrusted, much is expected."

From: Evans-peters, Graham <graham_evans-peters@fws.gov>
Sent: Monday, February 12, 2018 8:52 AM
To: Tim Flowerday <Tim@emcllc.org>
Subject: Re: Festival

Good morning Tim,

Thanks for checking in with us. I don't feel like there is anything we need to address at this time. If your Marion County permits are granted I would like to meet to discuss some specifics. We do have concerns about how the event will impact Refuge staff's time with coordination leading up to the event, the need for increased refuge law enforcement, and increased presence of fire staff and equipment onsite. I would like to discuss reimbursement of these additional costs to our station. Also, it would be great to continue the productive discussion we had on refuge outreach and education at the event.

However, it seems that you have other priorities right now related to follow-up requests from Marion County. The next public hearing is Feb. 21st correct? Perhaps you can give us a general update and touch base following Marion County's decision.

Regards,

Graham

Graham Evans-Peters
Refuge Manager
Ankeny and Baskett Slough NWR
U.S. Fish and Wildlife Service
10995 Hwy. 22
Dallas, OR 97338
503-623-2749 (o)
541-760-2872 (c)
graham_evans-peters@fws.gov



150 N. 2nd St./PO Box 83
Jefferson, OR 97352
Ph: 541.327.2768
Fax: 541.327.3120

December 1, 2017

Marion County Planning Division
Attn: Brandon Reich
breich@co.marion.or.us

Re: Case# CU14-043 – Willamette Country Music Concerts, LLC

Mr. Reich,

On behalf of the City of Jefferson, please accept this written comment in support of the above referenced application. We believe having such an event in the vicinity brings with it a multitude of positive attributes; including a boost in the local economy, the chance to show off our City, an opportunity for volunteerism for our local youth, and so much more.

We are very pleased the Willamette Country Music Concerts, LLC is considering such an event in our area and are looking forward to the occasion. Where we are able, the City would be delighted to offer support and partnership with the powers that be, to help work toward a very successful and positive experience for the community.

Thank you for the opportunity to comment.

Name:	Title:	
<i>Muel D. Myr</i>	<i>MAYOR</i>	<i>[Signature]</i> <i>CONCILLOR</i>
<i>David H. Beyer</i>	<i>Councilor/</i>	<i>[Signature]</i> <i>COUNCILOR</i>
<i>Audrey Webster</i>	<i>councilor</i>	<i>Diana Donoh</i> <i>CITY CLERK</i>
<i>Robert D. Rosenda</i>	<i>councilor</i>	<i>Missie Davis</i> <i>CITY PLANNER</i>
<i>Jeff Buchnik</i>	<i>P.W.D</i>	<i>Araceli Cook, City Recorder</i>
<i>Vernon [Signature]</i>	<i>P.W.P.</i>	

Equal Opportunity Employer & Provider

Brandon Reich - Fwd: RE: Request for Comments- CU17-043

From: Stephanie Pulvers
To: Brandon Reich
Date: 11/22/2017 11:03 AM
Subject: Fwd: RE: Request for Comments- CU17-043

>>> "Scott Shepherd" <scott.shepherd@jeffersonfire.org> 11/22/2017 10:58 AM >>>

Stephanie the Jefferson Fire is in support Conditional Use Permit 17-043.

Scott Shepherd
Assistant Chief
Jefferson Fire District
[\(541\) 327-2822](tel:(541)327-2822)
Cell [\(541\) 223-2839](tel:(541)223-2839)
Fax [\(541\) 327-2279](tel:(541)327-2279)
scott.shepherd@jeffersonfire.org

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From: Stephanie Pulvers [spulvers@co.marion.or.us]
Sent: Wednesday, November 22, 2017 9:01 AM
To: Austin Dhillon <ADhillon@co.marion.or.us>; Assessor@co.marion.or.us; Barbara Dickson <BDickson@co.marion.or.us>; Claudia Hill <CHill@co.marion.or.us>; Cindy Schmitt <CSchmitt@co.marion.or.us>; Cyndee Tate <CTate@co.marion.or.us>; David Eubanks <DEubanks@co.marion.or.us>; John Rasmussen <JRasmussen@co.marion.or.us>; Julia Uravich <JUravich@co.marion.or.us>; Matthew Ficek <MFicek@co.marion.or.us>; Matthew Puntney <MPuntney@co.marion.or.us>; Natasha Ryder <NRyder@co.marion.or.us>; Phil Jones <PRJONES@co.marion.or.us>; Rex Weisner <Rweisner@co.marion.or.us>; chair@essnasalem.org; publicworks@essnasalem.org; meriel@friends.org; arkaye2@gmail.com; laulehines@gmail.com; Roger Kaye <rkaye2@gmail.com>; jeffersonfire@jeffersonfire.org; odotr2planmgr@odot.state.or.us; fridenmaker_david@salkeiz.k12.or.us
Subject: Request for Comments- CU17-043

See attached. Please send comments to Brandon Reich at breich@co.marion.or.us

Thank you,

Stephanie Pulvers
Department Specialist
Marion County Public Works



Jefferson Fire District

PO Box 911 · 189 N. Main St.
Jefferson, OR 97352
(541) 327-2822 · Fax (541) 327-2279
jeffersonfire@jeffersonfire.org
Marion County · Linn County



November 22, 2017

Marion County Planning Department
Brandon Reich
5155 Silverton Rd NE
Salem, OR 97305

Mr Reich,

I have attended a couple meetings with members from the Willamette Country Music Concerts, LLC and read through their permit application. I'm impressed with the detail of their plan and the amount of effort that goes into producing the festival. In conversations with President Anne Hankins, and others of her team, I am convinced they are sincere and heartfelt in their statements about wanting to be part of the community and helping all of us to be successful.

As for providing emergency services to the festival we have been in contact with Lebanon Fire District who was the lead fire agency for the 2017 event, and they are willing to share their plan with us. The plan includes using several agencies so the burden is not on one agency. Any services provided to the festival will be in addition to our normal operation and will not diminish what we already provide to the community. The fire agencies and festival had a cost recovery agreement in place so there wasn't a financial liability to the fire agencies.

This event can be beneficial to the community of Jefferson and the surrounding area. It can bring opportunities to our schools and service groups, it can bring us pride and accomplishments. That is why I support the Willamette Country Music Festival in their desire to acquire the necessary permits to locate the festival in the Jefferson area.

Thank you for your time.

Kevin Hendricks, Interim Fire Chief
Jefferson Fire District

Cc: Dave Jones, Board President



Oregon

Kate Brown, Governor


Department of Transportation

Region 2 Tech Center

455 Airport Road SE, Building A
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: March 2, 2018

TO: Casey Knecht, PE
Region 2 Development Review Coordinator

FROM: 
Keith P. Blair, PE
Region 2 Senior Transportation Analyst

SUBJECT: Willamette Country Music Festival (Marion Co) – Mass Gathering Permit
TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated February 20, 2018) to address traffic impacts due to relocation of the Willamette Country Music Festival (WCMF) to the Ankeny Hill area of Marion County near Interstate 5, with respect to consistency and compliance with current versions of ODOT's *Analysis Procedures Manual (APM)*. Both versions of the *APM* were most recently updated in January 2018. Current versions are consistently published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the County's consideration:

Report items to note:

- Per Table 5, the Safety Priority Index System (SPIS) data should be revised. As of 2016, there is one 90th percentile SPIS site between MP 243.94 and MP 244.06.
- Per Table 5, the right and left shoulder width labels are transposed on some approaches.

Recommended analysis items to be addressed:

1. Region Traffic is significantly concerned with changes to the proposed ingress routing contained within this report compared to what was initially proposed.
 - The proposed ingress route for vehicles travelling from I-5 north of Ankeny Hill Road utilizing Wintel Road to access the WCMF site is likely inadequate to provide enough queue storage length to prevent queued traffic from extending onto I-5. Instead the Ankeny Hill Road to Buena Vista Road to Wintel Road route is strongly preferred.
 - The proposed ingress route for vehicles travelling from I-5 south of Talbot Road utilizing Jorgenson Road to access the WCMF site is likely inadequate to provide enough queue storage length to prevent queued traffic from extending onto I-5. Rather the Talbot Road to Marlatt Road to Wintel Road route is strongly preferred.

- If the applicant does indeed intend to move forward with this currently proposed ingress routing, which results in a significant decrease in the queue storage length, the applicant should provide a simulation-based queue analysis for at least the worst-case ingress peak hour situation. Such simulation-based queue analysis should adhere to ODOT simulation methodology, parameters, and default values. Region Traffic staff is available to discuss prior to and review following such simulation analysis.
- 2. The traffic analysis for the ingress event utilized the Thursday traffic volumes. However, it appears the maximum total ingress traffic occurs on Saturday. The use of Thursday instead of Saturday volumes will likely have a relatively minor impact on the analysis results. The traffic analysis for the egress event appropriately used the Saturday volumes.
- 3. Traffic volume diagrams displaying turn movement volumes at all study intersections for both the ingress and egress events were not included and should be provided for clarity and ease of review.

Proposed mitigation comments:

- 4. ODOT maintains jurisdiction of the Pacific Highway No. 1 (I-5) and ODOT approval shall be required for all proposed mitigation measures to this facility.
- 5. ODOT is in the process of coordinating with Federal Highway Administration on any proposed temporary traffic control changes at the I-5 ramp terminals.
- 6. All flagging personnel shall be certified to perform traffic control operations in Oregon.
- 7. Illuminated flagging stations should be provided at all intersections to illuminate the intersections and provide more clarity that temporary traffic control is taking place during nighttime and low-light conditions. This will improve operations and enhance the safety of the traveling public and the flagging personnel.
- 8. Portable changeable message signs (PCMS) along I-5:
 - The event shall provide portable changeable message signs (PCMS) along I-5 southbound north of the Ankeny Hill Road interchange and I-5 northbound south of the Talbot Road interchange.
 - The event should also provide PCMSs located between the two interchanges to ensure I-5 through travelers are aware the situations will exist at both interchanges and to further enable responses to contingencies as they occur.
 - At all above locations, consideration should be given to providing PCMSs not only on the outside (right) shoulder, but also within the median (left) shoulder to ensure the messages are visible to drivers in the left lane while passing trucks in the right lane.

Thank you for the opportunity to review this traffic impact analysis. As the analysis files were not provided, Region 2 Traffic has only reviewed the submitted report. Region Traffic has significant concerns as identified in comment #1 and is not be comfortable supporting this plan as currently proposed within this study. Temporary traffic control mitigation measures at the I-5 terminals recommended within this study may be expected to acceptably mitigate traffic capacity at these isolated locations, but operations at these intersections may still fail due to inadequate queue storage length on the local County network upstream which could unacceptably back traffic queues onto the mainline of I-5. If there are any questions regarding these comments, please contact me at (503) 986-2857 or Keith.P.Blair@odot.state.or.us.



Marion County **OREGON**

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TRANSMITTED BY EMAIL

March 19, 2018

Joe Bessman, P.E.
Transight Consulting LLC

Del Huntington
Huntington Traffic Solutions LLC

RE: CU 17-043 Willamette Country Music Festival TIA Initial Comments

Dear Mr. Bessman and Mr. Huntington:

Marion County Public Works is in receipt of the Bi-Mart Willamette County Music Festival Traffic Impact Analysis, dated February 20, 2018. The following initial comments were generated by the Traffic Engineering section based on its review of the TIA, the March 2, 2018 ODOT Region 2 TIA comment letter, and the March 9, 2018 Contingency Routes memorandum and meeting with the ODOT Region 2 and District 4 staff on March 9, 2018.

1. The county has significant concerns with the ingress routes proposed in the TIA and the ability of those routes to prevent event related traffic from backing up on to the I-5 mainline. The county also has concerns with the potential I-5 contingency routes shared in the March 9 memorandum and meeting and the ability of the organizers and traffic control team to seamlessly transition to the contingency routing plans if needed during the event. This also presents the potential for complications for the local farming community and attendees who may have been provided alternative routing information in the event packet. Marion County staff requests an extensive analysis of I-5 Southbound Contingency Route Option #3 and I-5 Northbound Contingency Route Option #3 described in the March 9, 2018 memorandum as the established festival ingress routes. These routes have the potential to eliminate I-5 queuing concerns while separating event related traffic streams originating from geographic locations north and south of the venue. Narratives that discuss the advantages and disadvantages of various routing options shall be provided in addition to details on how the farming community will be accommodated as part of the event routing.

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From: Julia Uravich
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2. The TIA states on page 65, "Detailed traffic control plans will be prepared and approved subject to ODOT timelines (typically about 60 days prior to the event)." Note that Marion County requires an approved detailed traffic control plan (TCP) as part of the conditional use and mass gathering approvals. This traffic plan shall detail all of the traffic control measures necessary for the ingressing and egressing routes deemed acceptable by Marion County Public Works and ODOT. Any changes to the approved traffic control plan will require advance approval by the Marion County Public Works Traffic Engineer.
3. The 2019 event will be capped at 30,000 people total. This includes campers, concert attendees, volunteers, vendors, support staff, etc. Figure 39 provides an approximation of this distribution. A table that provides estimated quantities of event attendees and demonstrates how the quantities add up to the capped attendance number of 30,000 is requested to supplement the trip generation step. A specific number of maximum ticket sales with a daily distribution profile shall be derived and provided to further demonstrate how attendance will be capped at 30,000 individuals on-site at any time during the event.
4. The TIA shall include a discussion and trip estimates of the various festival support functions (chemical toilet servicing, garbage pick-up, food service delivery, vendors, etc.), their transportation methods, and how the ingress and egress patterns of these functions integrates with the event attendee traffic. The TIA does not include conceptual site layouts that depict how the camping and parking areas of the festival grounds will be laid out. These detailed site layouts are required to supplement the event entry and egress analysis and illustrate how on-site circulation will function to reduce impacts to the county roadway network and state highway system. Requested items to depict on these layouts include the camping and parking site configurations, gate locations, parking attendant locations, internal roadway networks, pedestrian crossing location, interior signing, and parking attendant stations and specific attendant instructions related to managing on-site traffic flow.
5. An on-site drop-off loop is incorporated into the mitigation plan. An illustration of this loop depicting how it will be accessed, operate, and integrate with the other incoming and outgoing traffic shall be included as part of the site plan requested in Comment 2 above. Attendees with parking passes shall be strategically excluded from this loop, and the TIA shall include a narrative describing how drop-off traffic will be managed and separated from other event traffic on-site to prevent back-ups onto Wintel Road, Ankeny Hill Road and other county roads.
6. The TIA shall include a detailed narrative that discusses how through and local traffic will be managed and allowed to move through intersections, checkpoints, and roadway segments to minimize impacts. This traffic may include but is not limited to the following: Farming

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From: Julia Uravich
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traffic and agricultural implements, local residents, Ankeny National Wildlife Refuge visitors, and commuters that travel between I-5 and destinations west of the Willamette River.

7. The event organizer shall demonstrate coordination with other affected agencies not limited to: ODOT Region 2 Traffic, ODOT District 3 and 4 Permitting, ODOT Rail and Public Transit Division, Marion County Sheriff's Office, Ankeny National Wildlife Refuge (U.S. Fish and Wildlife Service), and City of Jefferson. Comments from these agencies and other concerned parties will be considered by Marion County Public Works in its review of the TIA and event TCP and determination of recommended conditions pertaining to the TIA and TCP.
8. Pedestrian crossing locations across public roadways will require traffic control to be detailed as part of the event traffic control plan. The event traffic control plan shall also detail pedestrian containment and routing measures to be used on-site. In addition, the measures to be utilized to minimize the impacts to the through traveling motorists on public roads.
9. Marion County Public Works shall be added as a participant in the event monitoring structure and should be included in the process. Note that the event organizer will be responsible for the county's staff and equipment costs associated with monitoring the event. County staff shall be allowed full access to the venue as needed for monitoring purposes.
10. If the event is approved, at the appropriate time, the organizer shall furnish detailed event and traffic routing notifications to all property owners and residents located along and in the general vicinity of the agreed upon event ingress and egress routes. The notification and mailing list shall be provided to Marion County Public Works Traffic Engineering for approval prior to distribution. Advanced notices to motorists via electronic variable message signs will also be required by Public Works.
11. The range of current daily traffic volumes on county roadways during the summer is understated on page 21, as several roadways that will be used by festival attendees carry ADTs of over 1000 vehicles per day.
12. The Portland & Western Railroad is erroneously referred to as "Pacific and Western Railway" on page 29.
13. An estimated vehicle occupancy rate of 2.33 persons per vehicle is acceptable for the purposes of this analysis.

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From: Julia Uravich
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14. Figure 41 depicts festival trip distribution. A similar figure that depicts the estimated trip assignment shall be provided as well.
15. The traffic counts summarized in Table 4 should be labeled as "peak hour volumes."
16. The bulleted intersection location descriptions on page 63 do not correspond with the referenced figures.
17. Additional conditions may be imposed on the applicant as part of the TCP to address roadway conditions and safety measures required to accommodate unfamiliar, out of area drivers who may not be familiar with the two lane narrow county roads, especially during hours of darkness.
18. The TIA lists an on-site impound lot as a component of the mitigation plan. Note that the organizer does not have the authority or permission to tow vehicles from within the public right-of-way. Public Works will require evidence of a coordinated written plan that the Marion County Sheriff's Office has agreed to.
19. Any temporary driveway locations proposed as part of the event are subject to approval and permits from the Marion County Land Use Engineering and Permits (LDEP) section. All temporary driveways must be restored to previous conditions following the event.
20. The informational packets included with camping and parking passes shall be provided to Marion County Public Works Traffic Engineering staff for approval prior to distribution. Specific routing instructions shall be created and included in the packet. Use of portable navigation and GPS devices shall be discouraged in routing instructions intended for attendees.

The information requested in the above comments shall be provided in a revised TIA. Marion County Public Works appreciates the opportunity to review the Willamette Country Music Festival TIA. If you have questions or comments concerning the content of this letter, please contact me at juravich@co.marion.or.us or 503-588-5036 at your convenience.

Sincerely,



Julia K. Uravich, P.E., PTOE
Traffic Engineering Supervisor

To: Joe Bessman and Del Huntington
From: Julia Uravich
RE: Willamette Country Music Festival TIA Comments
March 19, 2018

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c: Casey Knecht, ODOT Region 2 Development Review Coordinator
Keith Blair, ODOT Region 2 Senior Transportation Analyst
David Smith, ODOT Rail and Public Transit Division
Brandon Reich, Marion County Planning
John Rasmussen, Marion County Land Development Engineering and Permits

ATTACHMENT 8

LOS OPERATIONAL WORKSHEETS

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	39	20	186	34	15
Future Vol, veh/h	17	39	20	186	34	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	5	10	0	0
Mvmt Flow	18	41	21	196	36	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	59	0	277
Stage 1	-	-	-	-	39
Stage 2	-	-	-	-	238
Critical Hdwy	-	-	4.15	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.245	-	3.5
Pot Cap-1 Maneuver	-	-	1526	-	717
Stage 1	-	-	-	-	989
Stage 2	-	-	-	-	806
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1526	-	706
Mov Cap-2 Maneuver	-	-	-	-	706
Stage 1	-	-	-	-	974
Stage 2	-	-	-	-	806

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1017	-	-	1526	-
HCM Lane V/C Ratio	0.051	-	-	0.014	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Traffic Vol, veh/h	0	19	15	15	19	1	0	0	1	207	1	13
Future Vol, veh/h	0	19	15	15	19	1	0	0	1	207	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	20	16	16	20	1	0	0	1	218	1	14

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	36	0	0		81	89	21
Stage 1	-	-	-	-	-	-		53	53	-
Stage 2	-	-	-	-	-	-		28	36	-
Critical Hdwy	-	-	-	4.1	-	-		6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-		5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1588	-	-		926	805	1062
Stage 1	0	-	-	-	-	-		975	855	-
Stage 2	0	-	-	-	-	-		1000	869	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1588	-	-		917	0	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-		917	0	-
Stage 1	-	-	-	-	-	-		965	0	-
Stage 2	-	-	-	-	-	-		1000	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1588	-	-	924
HCM Lane V/C Ratio	-	-	0.01	-	-	0.252
HCM Control Delay (s)	-	-	7.3	-	-	10.2
HCM Lane LOS	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	-	0	-	-	1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕				
Traffic Vol, veh/h	6	222	0	0	22	92	14	1	22	0	0	0
Future Vol, veh/h	6	222	0	0	22	92	14	1	22	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	234	0	0	23	97	15	1	23	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	120	0	- - - 0 318 366 234
Stage 1	-	-	- - - 246 246 -
Stage 2	-	-	- - - 72 120 -
Critical Hdwy	4.1	-	- - - 6.4 6.5 6.2
Critical Hdwy Stg 1	-	-	- - - 5.4 5.5 -
Critical Hdwy Stg 2	-	-	- - - 5.4 5.5 -
Follow-up Hdwy	2.2	-	- - - 3.5 4 3.3
Pot Cap-1 Maneuver	1480	- 0 0	- - - 679 566 810
Stage 1	-	- 0 0	- - - 800 706 -
Stage 2	-	- 0 0	- - - 956 800 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	1480	- - -	- - - 676 0 810
Mov Cap-2 Maneuver	-	- - -	- - - 676 0 -
Stage 1	-	- - -	- - - 796 0 -
Stage 2	-	- - -	- - - 956 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	752	1480	-	-	-
HCM Lane V/C Ratio	0.052	0.004	-	-	-
HCM Control Delay (s)	10	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	20	216	90	14	76	20
Future Vol, veh/h	20	216	90	14	76	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	227	95	15	80	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	110	0	-	0	372 103
Stage 1	-	-	-	-	103 -
Stage 2	-	-	-	-	269 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1493	-	-	-	633 957
Stage 1	-	-	-	-	926 -
Stage 2	-	-	-	-	781 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1493	-	-	-	623 957
Mov Cap-2 Maneuver	-	-	-	-	623 -
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	781 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	672
HCM Lane V/C Ratio	0.014	-	-	-	0.15
HCM Control Delay (s)	7.4	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	26	4	36	197	22
Future Vol, veh/h	20	26	4	36	197	22
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	95	95	95	95	95	95
Heavy Vehicles, %	10	10	0	5	20	5
Mvmt Flow	21	27	4	38	207	23

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	265	219	230	0	-	0
Stage 1	219	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.2	-	-	-
Pot Cap-1 Maneuver	707	801	1350	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	705	801	1350	-	-	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1350	-	756	-	-
HCM Lane V/C Ratio	0.003	-	0.064	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	119.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	59	40	8	54	0	0	0	0	6	2	1085
Future Vol, veh/h	0	59	40	8	54	0	0	0	0	6	2	1085
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0	0	0	0	0	0	35
Mvmt Flow	0	62	42	8	57	0	0	0	0	6	2	1142

Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	104	0	0				156	177	57
Stage 1	-	-	-	-	-	-				73	73	-
Stage 2	-	-	-	-	-	-				83	104	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.55
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.615
Pot Cap-1 Maneuver	0	-	-	1500	-	0				840	720	~ 924
Stage 1	0	-	-	-	-	0				955	838	-
Stage 2	0	-	-	-	-	0				945	813	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	1500	-	-				835	0	~ 924
Mov Cap-2 Maneuver	-	-	-	-	-	-				835	0	-
Stage 1	-	-	-	-	-	-				949	0	-
Stage 2	-	-	-	-	-	-				945	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	136.9
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1500	-	923
HCM Lane V/C Ratio	-	-	0.006	-	1.247
HCM Control Delay (s)	-	-	7.4	0	136.9
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	39.4

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

Intersection												
Int Delay, s/veh	20											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	39	25	0	0	24	7	37	1	692	0	0	0
Future Vol, veh/h	39	25	0	0	24	7	37	1	692	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	0	0	5	2	2	0	35	0	0	0
Mvmt Flow	41	26	0	0	25	7	39	1	728	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	32	0	26
Stage 1	-	-	108
Stage 2	-	-	29
Critical Hdwy	4.12	-	4.1
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	2.2
Pot Cap-1 Maneuver	1580	0	1601
Stage 1	-	0	916
Stage 2	-	0	994
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1580	-	1601
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	892
Stage 2	-	-	994

Approach	EB	WB	NB
HCM Control Delay, s	4.5	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	955	1580	-	1601	-	-
HCM Lane V/C Ratio	0.805	0.026	-	-	-	-
HCM Control Delay (s)	22.2	7.3	0	0	-	-
HCM Lane LOS	C	A	A	A	-	-
HCM 95th %tile Q(veh)	8.9	0.1	-	0	-	-

Intersection						
Int Delay, s/veh	57.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	7	712	30	103	263	2
Future Vol, veh/h	7	712	30	103	263	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	35	2	2	10	0
Mvmt Flow	7	749	32	108	277	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	450	278	279	0	0
Stage 1	278	-	-	-	-
Stage 2	172	-	-	-	-
Critical Hdwy	6.42	6.55	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.615	2.218	-	-
Pot Cap-1 Maneuver	567	~ 688	1284	-	-
Stage 1	769	-	-	-	-
Stage 2	858	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	552	~ 688	1284	-	-
Mov Cap-2 Maneuver	552	-	-	-	-
Stage 1	748	-	-	-	-
Stage 2	858	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	89.6	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1284	-	686	-	-
HCM Lane V/C Ratio	0.025	-	1.103	-	-
HCM Control Delay (s)	7.9	0	89.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	21.8	-	-

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

Intersection						
Int Delay, s/veh	115.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	4	149	1070	4	14	33
Future Vol, veh/h	4	149	1070	4	14	33
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	95	95	95	95	95	95
Heavy Vehicles, %	0	20	35	35	12	0
Mvmt Flow	4	157	1126	4	15	35

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	161	0	2339
Stage 1	-	-	-	-	83
Stage 2	-	-	-	-	2256
Critical Hdwy	-	-	4.45	-	6.52
Critical Hdwy Stg 1	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	5.52
Follow-up Hdwy	-	-	2.515	-	3.608
Pot Cap-1 Maneuver	-	-	1240	-	37
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	79
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1240	-	~ 3
Mov Cap-2 Maneuver	-	-	-	-	~ 3
Stage 1	-	-	-	-	82
Stage 2	-	-	-	-	79

Approach	EB	WB	NB
HCM Control Delay, s	0	27.3	\$ 2514.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	10	-	-	1240	-
HCM Lane V/C Ratio	4.947	-	-	0.908	-
HCM Control Delay (s)	\$ 2514.2	-	-	27.4	0
HCM Lane LOS	F	-	-	D	A
HCM 95th %tile Q(veh)	7.4	-	-	14.6	-

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

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	85	19	383	409	31	2
Future Vol, veh/h	85	19	383	409	31	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	2	35	35	2	0
Mvmt Flow	89	20	403	431	33	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	834	0	0	817	619
Stage 1	-	-	-	619	-
Stage 2	-	-	-	198	-
Critical Hdwy	4.15	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	3.518	3.3
Pot Cap-1 Maneuver	786	-	-	346	492
Stage 1	-	-	-	537	-
Stage 2	-	-	-	835	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	786	-	-	306	492
Mov Cap-2 Maneuver	-	-	-	306	-
Stage 1	-	-	-	475	-
Stage 2	-	-	-	835	-

Approach	EB	WB	SB
HCM Control Delay, s	8.3	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	786	-	-	-	313
HCM Lane V/C Ratio	0.114	-	-	-	0.111
HCM Control Delay (s)	10.2	0	-	-	17.9
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.4

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	38	15	784	9	37
Future Vol, veh/h	14	38	15	784	9	37
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	95	95	95	95	95	95
Heavy Vehicles, %	0	5	0	33	0	0
Mvmt Flow	15	40	16	825	9	39

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	55	0	892
Stage 1	-	-	-	-	35
Stage 2	-	-	-	-	857
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1563	-	315
Stage 1	-	-	-	-	993
Stage 2	-	-	-	-	419
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1563	-	309
Mov Cap-2 Maneuver	-	-	-	-	309
Stage 1	-	-	-	-	974
Stage 2	-	-	-	-	419

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	712	-	-	1563	-
HCM Lane V/C Ratio	0.068	-	-	0.01	-
HCM Control Delay (s)	10.4	-	-	7.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	44	2	2	49	4
Future Vol, veh/h	1	44	2	2	49	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	1	46	2	2	52	4

Major/Minor	Minor2	Major2			
Conflicting Flow All	108	4	0	0	
Stage 1	108	-	-	-	
Stage 2	0	-	-	-	
Critical Hdwy	6.5	6.2	4.13	-	
Critical Hdwy Stg 1	5.5	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	
Follow-up Hdwy	4	3.3	2.227	-	
Pot Cap-1 Maneuver	786	1085	-	-	
Stage 1	810	-	-	-	
Stage 2	-	-	-	-	
Platoon blocked, %					
Mov Cap-1 Maneuver	0	1085	-	-	
Mov Cap-2 Maneuver	0	-	-	-	
Stage 1	0	-	-	-	
Stage 2	0	-	-	-	

Approach	NB	SB
HCM Control Delay, s	6.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	2170	-	-
HCM Lane V/C Ratio	0.002	-	-
HCM Control Delay (s)	6.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	8	42	781	11	14	18
Future Vol, veh/h	8	42	781	11	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Stop	-	Stop
Storage Length	50	-	-	50	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	35	2	2	5
Mvmt Flow	8	44	822	12	15	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	822	0	0	882	822
Stage 1	-	-	-	822	-
Stage 2	-	-	-	60	-
Critical Hdwy	4.12	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.345
Pot Cap-1 Maneuver	807	-	-	317	369
Stage 1	-	-	-	432	-
Stage 2	-	-	-	963	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	807	-	-	314	369
Mov Cap-2 Maneuver	-	-	-	314	-
Stage 1	-	-	-	428	-
Stage 2	-	-	-	963	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	807	-	-	-	314	369
HCM Lane V/C Ratio	0.01	-	-	-	0.047	0.051
HCM Control Delay (s)	9.5	-	-	-	17	15.3
HCM Lane LOS	A	-	-	-	C	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.2

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	7	67	131	145	187	727
Future Vol, veh/h	7	67	131	145	187	727
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	35
Mvmt Flow	7	71	138	153	197	765

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1009	580	962	0	-	0
Stage 1	580	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	266	514	715	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	514	715	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	5.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	715	-	452	-	-
HCM Lane V/C Ratio	0.193	-	0.172	-	-
HCM Control Delay (s)	11.2	0	14.6	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.6	-	-

Intersection						
Int Delay, s/veh	9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	7	13	1	68	284
Future Vol, veh/h	2	7	13	1	68	284
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	5	0	0	0
Mvmt Flow	2	7	14	1	72	299

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	9	0	35
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	29
Critical Hdwy	-	-	4.15	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.245	-	3.5
Pot Cap-1 Maneuver	-	-	1591	-	983
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	999
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1591	-	974
Mov Cap-2 Maneuver	-	-	-	-	974
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	999

Approach	EB	WB	NB
HCM Control Delay, s	0	6.8	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1201	-	-	1591	-
HCM Lane V/C Ratio	0.309	-	-	0.009	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Traffic Vol, veh/h	0	3	2	2	3	0	0	0	0	31	0	2
Future Vol, veh/h	0	3	2	2	3	0	0	0	0	31	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	3	3	4	0	0	0	0	44	0	3

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	7	0	0		16	17	4
Stage 1	-	-	-	-	-	-		10	10	-
Stage 2	-	-	-	-	-	-		6	7	-
Critical Hdwy	-	-	-	4.1	-	-		6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-		5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1627	-	-		1008	881	1085
Stage 1	0	-	-	-	-	-		1018	891	-
Stage 2	0	-	-	-	-	-		1022	894	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1627	-	-		1006	0	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-		1006	0	-
Stage 1	-	-	-	-	-	-		1016	0	-
Stage 2	-	-	-	-	-	-		1022	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.9	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1627	-	-	1010
HCM Lane V/C Ratio	-	-	0.002	-	-	0.047
HCM Control Delay (s)	-	-	7.2	-	-	8.7
HCM Lane LOS	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	1	33	0	0	3	14	2	0	3	0	0	0
Future Vol, veh/h	1	33	0	0	3	14	2	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	47	0	0	4	20	3	0	4	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	24	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1604	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1604	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	994	1604	-	-	-
HCM Lane V/C Ratio	0.007	0.001	-	-	-
HCM Control Delay (s)	8.6	7.2	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	32	13	2	5	3
Future Vol, veh/h	3	32	13	2	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	46	19	3	7	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	22	0	-	0	75 21
Stage 1	-	-	-	-	21 -
Stage 2	-	-	-	-	54 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1607	-	-	-	933 1062
Stage 1	-	-	-	-	1007 -
Stage 2	-	-	-	-	974 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1607	-	-	-	930 1062
Mov Cap-2 Maneuver	-	-	-	-	930 -
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	974 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	975
HCM Lane V/C Ratio	0.003	-	-	-	0.012
HCM Control Delay (s)	7.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	0	1	1	65
Future Vol, veh/h	1	1	0	1	1	65
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	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1	0	1	1	72

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	38	37	73	0	0
Stage 1	37	-	-	-	-
Stage 2	1	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	979	1041	1540	-	-
Stage 1	991	-	-	-	-
Stage 2	1028	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	979	1041	1540	-	-
Mov Cap-2 Maneuver	979	-	-	-	-
Stage 1	991	-	-	-	-
Stage 2	1028	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	1009	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 1032.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	0	345	2796	58	10
Future Vol, veh/h	9	0	345	2796	58	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	0	0	0	25	0
Mvmt Flow	9	0	345	2796	58	10

Major/Minor

	Minor2	Major2		
Conflicting Flow All	63	63	-	0
Stage 1	63	63	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.4	6.5	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4	-	-
Pot Cap-1 Maneuver	948	~ 832	-	-
Stage 1	965	~ 846	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	948	0	-	-
Mov Cap-2 Maneuver	948	0	-	-
Stage 1	965	0	-	-
Stage 2	-	0	-	-

Approach

	NB	SB
HCM Control Delay, s	\$ 1055.2	0
HCM LOS	F	

Minor Lane/Major Mvmt

	NBLn1	SBT	SBR
Capacity (veh/h)	948	-	-
HCM Lane V/C Ratio	3.313	-	-
HCM Control Delay (s)	\$ 1055.2	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	278.4	-	-

Notes

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

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔		
Traffic Vol, veh/h	0	1763	1042	1	8	0	0	0	0	1	0	60
Future Vol, veh/h	0	1763	1042	1	8	0	0	0	0	1	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	3	0	0	0	0	0	0	0	0	10
Mvmt Flow	0	1763	1042	1	8	0	0	0	0	1	0	60

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	2805	0	0	2294	2815	8
Stage 1	-	-	-	-	-	-	10	10	-
Stage 2	-	-	-	-	-	-	2284	2805	-
Critical Hdwy	-	-	-	4.1	-	-	6.4	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.39
Pot Cap-1 Maneuver	0	-	-	140	-	0	44	18	1051
Stage 1	0	-	-	-	-	0	1018	891	-
Stage 2	0	-	-	-	-	0	83	40	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	140	-	-	44	0	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	0	-
Stage 1	-	-	-	-	-	-	1011	0	-
Stage 2	-	-	-	-	-	-	83	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.4	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	140	-	764
HCM Lane V/C Ratio	-	-	0.007	-	0.08
HCM Control Delay (s)	-	-	30.9	0	10.1
HCM Lane LOS	-	-	D	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection												
Int Delay, s/veh	36.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	1635	129	0	0	4	1	5	0	2	0	0	0
Future Vol, veh/h	1635	129	0	0	4	1	5	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1635	129	0	0	4	1	5	0	2	0	0	0

Major/Minor	Major1		Major2			Minor1			
Conflicting Flow All	5	0	-	129	0	0	3404	3404	129
Stage 1	-	-	-	-	-	-	3399	3399	-
Stage 2	-	-	-	-	-	-	5	5	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver ~ 1630	-	-	0	1469	-	-	8	7	926
Stage 1	-	-	0	-	-	-	22	19	-
Stage 2	-	-	0	-	-	-	1023	896	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver ~ 1630	-	-	-	1469	-	-	0	0	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-
Stage 1	-	-	-	-	-	-	0	0	-
Stage 2	-	-	-	-	-	-	1023	0	-

Approach	EB	WB	NB
HCM Control Delay, s	36.6	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	926 ~ 1630	-	1469	-	-	-
HCM Lane V/C Ratio	0.008	1.003	-	-	-	-
HCM Control Delay (s)	8.9	39.5	0	0	-	-
HCM Lane LOS	A	E	A	A	-	-
HCM 95th %tile Q(veh)	0	25.1	-	0	-	-

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

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	11	121	4	15	34	0
Future Vol, veh/h	11	121	4	15	34	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	121	4	15	34	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	57	34	34	0	0
Stage 1	34	-	-	-	-
Stage 2	23	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	955	1045	1591	-	-
Stage 1	994	-	-	-	-
Stage 2	1005	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	952	1045	1591	-	-
Mov Cap-2 Maneuver	952	-	-	-	-
Stage 1	991	-	-	-	-
Stage 2	1005	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	1037	-	-
HCM Lane V/C Ratio	0.003	-	0.127	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection

Int Delay, s/veh 1300.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	451	1	46	13	1	2690
Future Vol, veh/h	451	1	46	13	1	2690
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	50	12	0
Mvmt Flow	451	1	46	13	1	2690

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	452	557
Stage 1	-	-	-	452
Stage 2	-	-	-	105
Critical Hdwy	-	-	4.1	6.52
Critical Hdwy Stg 1	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	5.52
Follow-up Hdwy	-	-	2.2	3.608
Pot Cap-1 Maneuver	-	-	1119	475 ~ 612
Stage 1	-	-	-	620
Stage 2	-	-	-	895
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1119	456 ~ 612
Mov Cap-2 Maneuver	-	-	-	456
Stage 1	-	-	-	595
Stage 2	-	-	-	895

Approach	EB	WB	NB
HCM Control Delay, s	0	6.5	\$ 1547.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	612	-	-	1119	-
HCM Lane V/C Ratio	4.397	-	-	0.041	-
HCM Control Delay (s)	\$ 1547.1	-	-	8.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	263.7	-	-	0.1	-

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

Intersection						
Int Delay, s/veh	970.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	1	1	41	3141	0
Future Vol, veh/h	1	1	1	41	3141	0
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	50	0	0	0
Mvmt Flow	1	1	1	41	3141	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	25
Stage 1	-	-	-	-	22
Stage 2	-	-	-	-	3
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1580	-	-	-	~ 996
Stage 1	-	-	-	-	~ 1006
Stage 2	-	-	-	-	~ 1025
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1580	-	-	-	~ 995
Mov Cap-2 Maneuver	-	-	-	-	~ 995
Stage 1	-	-	-	-	~ 1005
Stage 2	-	-	-	-	~ 1025

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	\$ 984.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1580	-	-	-	995
HCM Lane V/C Ratio	0.001	-	-	-	3.157
HCM Control Delay (s)	7.3	0	-	-	\$ 984.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	272.6

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	2106	1039	2	43	1	5
Future Vol, veh/h	2106	1039	2	43	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	5	0	9	0	0
Mvmt Flow	2106	1039	2	43	1	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	3145	0	2673
Stage 1	-	-	-	-	2626
Stage 2	-	-	-	-	47
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	103	-	25
Stage 1	-	-	-	-	55
Stage 2	-	-	-	-	981
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	103	-	25
Mov Cap-2 Maneuver	-	-	-	-	25
Stage 1	-	-	-	-	54
Stage 2	-	-	-	-	981

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	152.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	30	-	-	103	-
HCM Lane V/C Ratio	0.2	-	-	0.019	-
HCM Control Delay (s)	152.8	-	-	40.6	0
HCM Lane LOS	F	-	-	E	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	0	0	1041	1
Future Vol, veh/h	0	7	0	0	1041	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	0	7	0	0	1041	1

Major/Minor	Minor2	Major2		
Conflicting Flow All	2083	1	0	0
Stage 1	2083	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.13	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.227	-
Pot Cap-1 Maneuver	54	1090	-	-
Stage 1	96	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1090	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	0	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	106.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↗
Traffic Vol, veh/h	1979	126	7	2	2	39
Future Vol, veh/h	1979	126	7	2	2	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Stop	-	Stop
Storage Length	50	-	-	50	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	1979	126	7	2	2	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	7	0	-	0	4091
Stage 1	-	-	-	-	7
Stage 2	-	-	-	-	4084
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver ~ 1627	-	-	-	-	3
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	9
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver ~ 1627	-	-	-	-	0
Mov Cap-2 Maneuver	-	-	-	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	9

Approach	EB	WB	SB
HCM Control Delay, s	108.8	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 1627	-	-	-	-	1064
HCM Lane V/C Ratio	1.216	-	-	-	-	0.037
HCM Control Delay (s)	115.7	-	-	-	-	8.5
HCM Lane LOS	F	-	-	-	-	A
HCM 95th %tile Q(veh)	57	-	-	-	-	0.1

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

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	116	3	1	116	1
Future Vol, veh/h	10	116	3	1	116	1
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	129	3	1	129	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	137	130	130	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	856	920	1455	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	854	920	1455	-	-	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	5.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1455	-	914	-	-
HCM Lane V/C Ratio	0.002	-	0.153	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-