

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	4	7	0	15	9	373	11	5	599	14
Future Vol, veh/h	1	0	4	7	0	15	9	373	11	5	599	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	8	0	16	10	405	12	5	651	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	892	1107	333	767	1108	209	666	0	0	417	0	0
Stage 1	670	670	-	431	431	-	-	-	-	-	-	-
Stage 2	222	437	-	336	677	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	237	209	663	291	209	797	919	-	-	1138	-	-
Stage 1	413	454	-	573	581	-	-	-	-	-	-	-
Stage 2	760	578	-	651	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	228	206	663	285	205	797	919	-	-	1138	-	-
Mov Cap-2 Maneuver	228	206	-	285	205	-	-	-	-	-	-	-
Stage 1	411	452	-	567	575	-	-	-	-	-	-	-
Stage 2	736	572	-	644	448	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v12.59			12.45		0.21		0.07	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	480	507	1138	-
HCM Lane V/C Ratio	0.011	-	-	0.011	0.047	0.005	-
HCM Control Delay (s/veh)	9	-	-	12.6	12.4	8.2	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 7th TWSC

1: Market St./Market & 6th St.

01/17/2025

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	3	0	12	10	5	11	27	649	24	10	462	17
Future Vol, veh/h	3	0	12	10	5	11	27	649	24	10	462	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	13	11	5	12	29	705	26	11	502	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	947	1323	260	1050	1320	366	521	0	0	732	0	0
Stage 1	533	533	-	777	777	-	-	-	-	-	-	-
Stage 2	414	790	-	273	542	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	216	155	738	181	156	631	1042	-	-	869	-	-
Stage 1	498	523	-	356	405	-	-	-	-	-	-	-
Stage 2	586	400	-	710	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	149	738	171	149	631	1042	-	-	869	-	-
Mov Cap-2 Maneuver	196	149	-	171	149	-	-	-	-	-	-	-
Stage 1	492	517	-	346	394	-	-	-	-	-	-	-
Stage 2	551	388	-	689	512	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v12.84			22.17		0.33		0.19					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1042	-	-	475	238	869	-	-				
HCM Lane V/C Ratio	0.028	-	-	0.034	0.119	0.013	-	-				
HCM Control Delay (s/veh)	8.6	-	-	12.8	22.2	9.2	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	-	-				

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗↘		↗	↗↘	
Traffic Vol, veh/h	0	0	12	0	0	15	5	477	12	8	721	7
Future Vol, veh/h	0	0	12	0	0	15	5	477	12	8	721	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	16	5	518	13	9	784	8

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	396	-	-	266	791	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-
Pot Cap-1 Maneuver	0	0	604	0	0	732	825	-
Stage 1	0	0	-	0	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	604	-	-	732	825	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.1	10.03	0.1	0.09
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	825	-	-	604	732	1032	-
HCM Lane V/C Ratio	0.007	-	-	0.022	0.022	0.008	-
HCM Control Delay (s/veh)	9.4	-	-	11.1	10	8.5	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗↘		↗	↗↘	
Traffic Vol, veh/h	0	0	35	0	0	36	23	831	19	26	749	32
Future Vol, veh/h	0	0	35	0	0	36	23	831	19	26	749	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	38	0	0	39	25	903	21	28	814	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	424	-	-	462	849	0	0	924	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	578	0	0	547	785	-	-	735	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	578	-	-	547	785	-	-	735	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v11.67			12.09		0.26		0.33	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	578	547	735	-
HCM Lane V/C Ratio	0.032	-	-	0.066	0.072	0.038	-
HCM Control Delay (s/veh)	9.7	-	-	11.7	12.1	10.1	-
HCM Lane LOS	A	-	-	B	B	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.1	-