

Lanes, Volumes, Timings

100: CTH P & Driveway/Fish Hatchery Road

10/12/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	1	1	1	5	1	105	1	340	5	40	245	1
Future Volume (vph)	1	1	1	5	1	105	1	340	5	40	245	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.872			0.998				0.850
Flt Protected		0.984			0.998						0.993	
Satd. Flow (prot)	0	1750	0	0	1560	0	0	1740	0	0	1572	1346
Flt Permitted		0.984			0.998						0.993	
Satd. Flow (perm)	0	1750	0	0	1560	0	0	1740	0	0	1572	1346
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		424			575			598			488	
Travel Time (s)		11.6			11.2			9.1			7.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	9%	9%	9%	20%	20%	20%
Adj. Flow (vph)	1	1	1	5	1	115	1	374	5	44	269	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	121	0	0	380	0	0	313	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	1	1	1	5	1	105	1	340	5	40	245	1
Future Vol, veh/h	1	1	1	5	1	105	1	340	5	40	245	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	150
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	6	6	6	9	9	9	20	20	20
Mvmt Flow	1	1	1	5	1	115	1	374	5	44	269	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	796	740	271	740	739	379	271	0	0	380	0	0
Stage 1	358	358	-	380	380	-	-	-	-	-	-	-
Stage 2	438	382	-	360	359	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.16	6.56	6.26	4.19	-	-	4.3	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.554	4.054	3.354	2.281	-	-	2.38	-	-
Pot Cap-1 Maneuver	305	345	768	328	340	659	1253	-	-	1086	-	-
Stage 1	660	628	-	634	607	-	-	-	-	-	-	-
Stage 2	597	613	-	650	620	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	241	327	767	314	323	658	1252	-	-	1085	-	-
Mov Cap-2 Maneuver	241	327	-	314	323	-	-	-	-	-	-	-
Stage 1	659	597	-	633	606	-	-	-	-	-	-	-
Stage 2	490	612	-	616	590	-	-	-	-	-	-	-

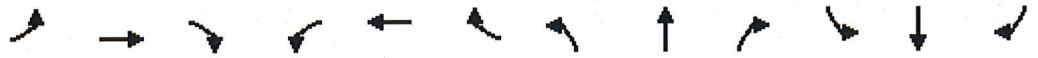
Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.3		12.2		0		1.2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	352	622	1085	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.196	0.041	-
HCM Control Delay (s)	7.9	0	-	15.3	12.2	8.5	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.1	-

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10/12/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	↔
Traffic Volume (vph)	1	1	1	5	1	65	1	205	5	85	385	1
Future Volume (vph)	1	1	1	5	1	65	1	205	5	85	385	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frnt		0.955			0.877			0.997				0.850
Flt Protected		0.984			0.996						0.991	
Satd. Flow (prot)	0	1750	0	0	1566	0	0	1691	0	0	1727	1482
Flt Permitted		0.984			0.996						0.991	
Satd. Flow (perm)	0	1750	0	0	1566	0	0	1691	0	0	1727	1482
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		424			575			598			488	
Travel Time (s)		11.6			11.2			9.1			7.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	12%	12%	12%	9%	9%	9%
Adj. Flow (vph)	1	1	1	6	1	73	1	230	6	96	433	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	80	0	0	237	0	0	529	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.1%
	ICU Level of Service A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	1	1	1	5	1	65	1	205	5	85	385	1
Future Vol, veh/h	1	1	1	5	1	65	1	205	5	85	385	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	150
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	6	6	6	12	12	12	9	9	9
Mvmt Flow	1	1	1	6	1	73	1	230	6	96	433	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	899	865	435	864	863	235	435	0	0	237	0	0
Stage 1	626	626	-	236	236	-	-	-	-	-	-	-
Stage 2	273	239	-	628	627	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.16	6.56	6.26	4.22	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.554	4.054	3.354	2.308	-	-	2.281	-	-
Pot Cap-1 Maneuver	260	292	621	270	288	794	1073	-	-	1290	-	-
Stage 1	472	477	-	758	702	-	-	-	-	-	-	-
Stage 2	733	708	-	464	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	217	263	620	248	259	792	1072	-	-	1289	-	-
Mov Cap-2 Maneuver	217	263	-	248	259	-	-	-	-	-	-	-
Stage 1	471	430	-	756	701	-	-	-	-	-	-	-
Stage 2	663	707	-	416	423	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.2		11.1		0		1.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	299	669	1289	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.119	0.074	-	-
HCM Control Delay (s)	8.4	0	-	17.2	11.1	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.2	-	-

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10/12/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Volume (vph)	5	1	5	5	1	105	5	335	5	40	240	5
Future Volume (vph)	5	1	5	5	1	105	5	335	5	40	240	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939			0.872			0.998				0.850
Flt Protected		0.978			0.998			0.999			0.993	
Satd. Flow (prot)	0	872	0	0	1560	0	0	1738	0	0	1572	1346
Flt Permitted		0.978			0.998			0.999			0.993	
Satd. Flow (perm)	0	872	0	0	1560	0	0	1738	0	0	1572	1346
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		424			575			598			488	
Travel Time (s)		11.6			11.2			9.1			7.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	100%	100%	100%	6%	6%	6%	9%	9%	9%	20%	20%	20%
Adj. Flow (vph)	5	1	5	5	1	115	5	368	5	44	264	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	121	0	0	378	0	0	308	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.2%
	ICU Level of Service A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	5	1	5	5	1	105	5	335	5	40	240	5
Future Vol, veh/h	5	1	5	5	1	105	5	335	5	40	240	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	150
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, %	100	100	100	6	6	6	9	9	9	20	20	20
Mvmt Flow	5	1	5	5	1	115	5	368	5	44	264	5

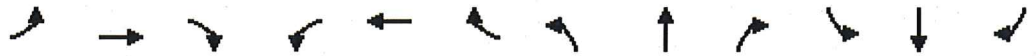
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	793	737	266	741	740	373	270	0	0	374	0	0
Stage 1	353	353	-	382	382	-	-	-	-	-	-	-
Stage 2	440	384	-	359	358	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.5	7.2	7.16	6.56	6.26	4.19	-	-	4.3	-	-
Critical Hdwy Stg 1	7.1	6.5	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.5	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4.9	4.2	3.554	4.054	3.354	2.281	-	-	2.38	-	-
Pot Cap-1 Maneuver	215	251	586	327	340	664	1254	-	-	1092	-	-
Stage 1	502	489	-	632	606	-	-	-	-	-	-	-
Stage 2	444	472	-	651	621	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	170	237	585	309	322	663	1253	-	-	1091	-	-
Mov Cap-2 Maneuver	170	237	-	309	322	-	-	-	-	-	-	-
Stage 1	499	466	-	628	602	-	-	-	-	-	-	-
Stage 2	364	469	-	613	591	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.5		12.2		0.1		1.2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	261	625	1091	-	-
HCM Lane V/C Ratio	0.004	-	-	0.046	0.195	0.04	-	-
HCM Control Delay (s)	7.9	0	-	19.5	12.2	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	5	1	5	5	1	65	5	200	5	85	380	5
Future Volume (vph)	5	1	5	5	1	65	5	200	5	85	380	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr <sub>t</sub>		0.938			0.877			0.997				0.850
Fl <sub>t</sub> Protected		0.977			0.996			0.999			0.991	
Satd. Flow (prot)	0	871	0	0	1566	0	0	1690	0	0	1727	1482
Fl <sub>t</sub> Permitted		0.977			0.996			0.999			0.991	
Satd. Flow (perm)	0	871	0	0	1566	0	0	1690	0	0	1727	1482
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		424			575			598			488	
Travel Time (s)		11.6			11.2			9.1			7.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	100%	100%	100%	6%	6%	6%	12%	12%	12%	9%	9%	9%
Adj. Flow (vph)	6	1	6	6	1	73	6	225	6	96	427	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	80	0	0	237	0	0	523	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	5	1	5	5	1	65	5	200	5	85	380	5
Future Vol, veh/h	5	1	5	5	1	65	5	200	5	85	380	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	150
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, %	100	100	100	6	6	6	12	12	12	9	9	9
Mvmt Flow	6	1	6	6	1	73	6	225	6	96	427	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	898	864	429	868	867	230	434	0	0	232	0	0
Stage 1	620	620	-	241	241	-	-	-	-	-	-	-
Stage 2	278	244	-	627	626	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.5	7.2	7.16	6.56	6.26	4.22	-	-	4.19	-	-
Critical Hdwy Stg 1	7.1	6.5	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.5	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4.9	4.2	3.554	4.054	3.354	2.308	-	-	2.281	-	-
Pot Cap-1 Maneuver	179	207	462	268	287	799	1074	-	-	1295	-	-
Stage 1	344	355	-	754	699	-	-	-	-	-	-	-
Stage 2	558	556	-	465	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	149	185	461	242	257	797	1073	-	-	1294	-	-
Mov Cap-2 Maneuver	149	185	-	242	257	-	-	-	-	-	-	-
Stage 1	342	320	-	749	694	-	-	-	-	-	-	-
Stage 2	503	552	-	412	424	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.3		11.1		0.2		1.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1073	-	-	221	669	1294	-	-
HCM Lane V/C Ratio	0.005	-	-	0.056	0.119	0.074	-	-
HCM Control Delay (s)	8.4	0	-	22.3	11.1	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.2	-	-