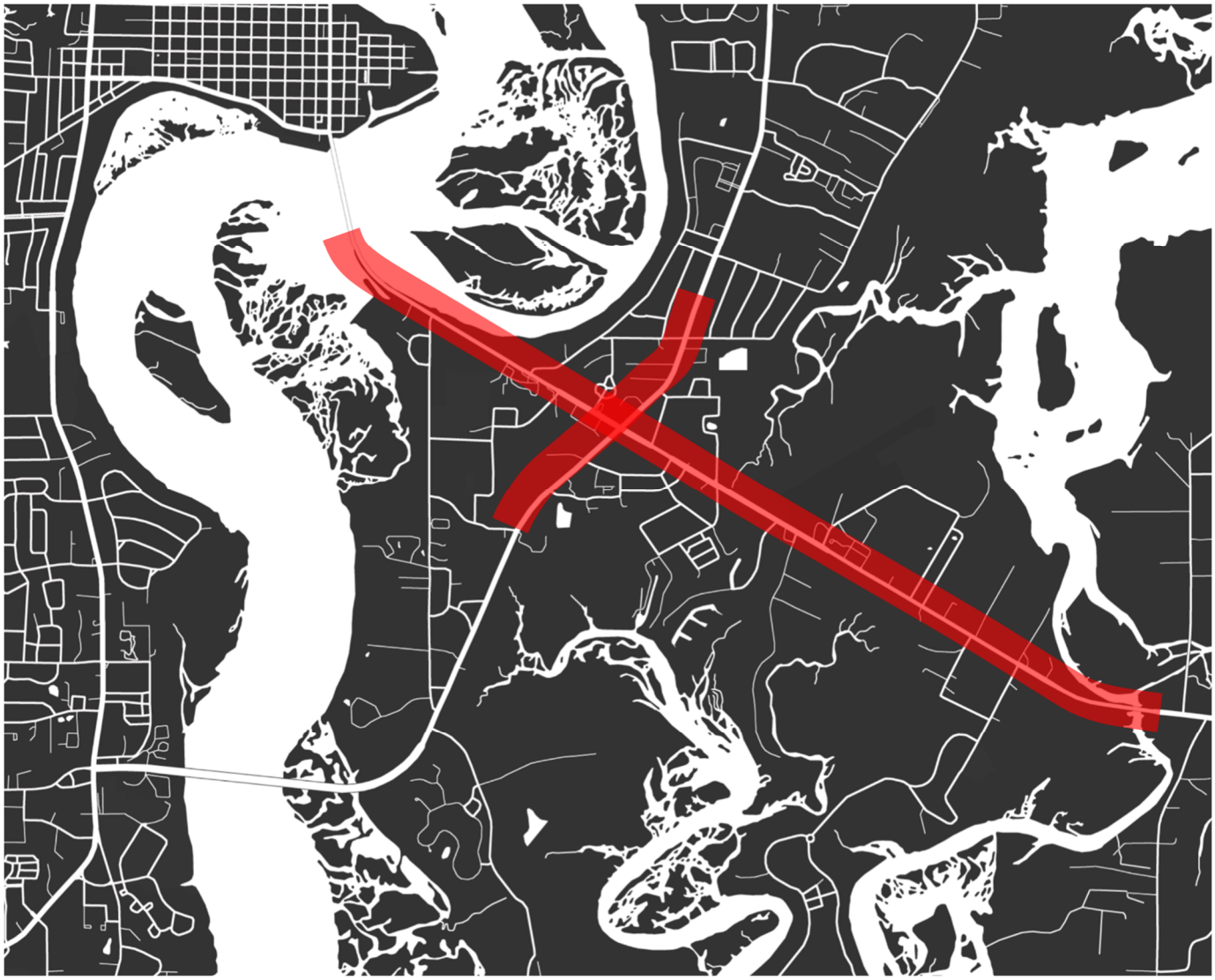
LADY'S ISLAND TRAFFIC STUDY

2021

PREPARED FOR: **BEAUFORT COUNTY** 2266 BOUNDARY ST // BEAUFORT, SC, 29902

US 21 BUSINESS/US 21 (SEA ISLAND PARKWAY)
US 21 (LADY'S ISLAND DRIVE)
SC 802 (SAMS POINT ROAD)
MILLER DRIVE
SUNSET BOULEVARD
HAZEL FARM ROAD
GAY DRIVE



PREPARED BY: **STANTEC CONSULTING SERVICES INC.** // NORTH

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1.0 Introduction

In 2017, Stantec completed the Lady's Island Corridor Study to determine the most effective means of implementing the following improvements on Lady's Island:

- Improve congestion and reduce delays
- Improve safety
- Enhance bicycle and pedestrian accommodations

The study determined these means while maintaining the character of the area and enhancing the corridors with streetscape elements and lighting. The study included the two main corridors, US 21 Business / US 21 Sea Island Parkway and US 21 Lady's Island Drive / SC 802 Sams Point Road, as well as several side streets that connect the two main corridors.

The main intersection where these two corridors intersect had begun to reach full capacity in the AM and PM peak hours. Long queues were expected to develop in the future, blocking access for side streets and driveways. Residential side streets in this area already had difficulties making left turns onto US 21. Future increases in the US 21 traffic volumes will increase the side street delays.

Traffic counts collected in 2019 show US 21 Business Sea Island Parkway has reached an ADT of 19,100 vehicles per day (vpd), while US 21 Lady's Island Drive has reached 24,000 vpd. These busy corridors are beginning to outgrow their existing two-way left-turn lanes. Raised medians, where feasible, can reduce right angle conflicts and potentially reduce right angle crashes.

This traffic study provides an updated analysis of the roadway network based on current traffic data and development plans. This study also includes new alternatives 2-4 to analyze additional widening of US 21 Business (Sea Island Parkway.) It is not intended to be a replacement of the original corridor study but an update to it.

2.0 Existing Conditions

2.1 PROJECT LOCATION

The project study area is approximately a total of 4.4 miles along US 21 Business Sea Island Parkway, SC 802 Sams Point Road, US 21 Lady's Island Drive, and US 21 Sea Island Parkway in Lady's Island. The study area along Sea Island Parkway begins at the Wood's Memorial Bridge and extends to the Chowan Creek Bridge. The study area along Sams Point Road begins at Miller Drive and extends to the intersection of Sea Island Parkway. The study area along Lady's Island Drive begins at the intersection of Sea Island Parkway and extends to Rue Du Bois. The study area is essentially divided into two distinct study sub areas by the natural marsh along Sea Island Parkway. The sub area to the west of the marsh incudes the main US 21 Business/SC 802 Intersection and numerous commercial developments. The sub area to the east of the marsh includes the airport, and the remainder of the study area to the Chowan Creek Bridge. Figure 2.1 below shows the project study area.

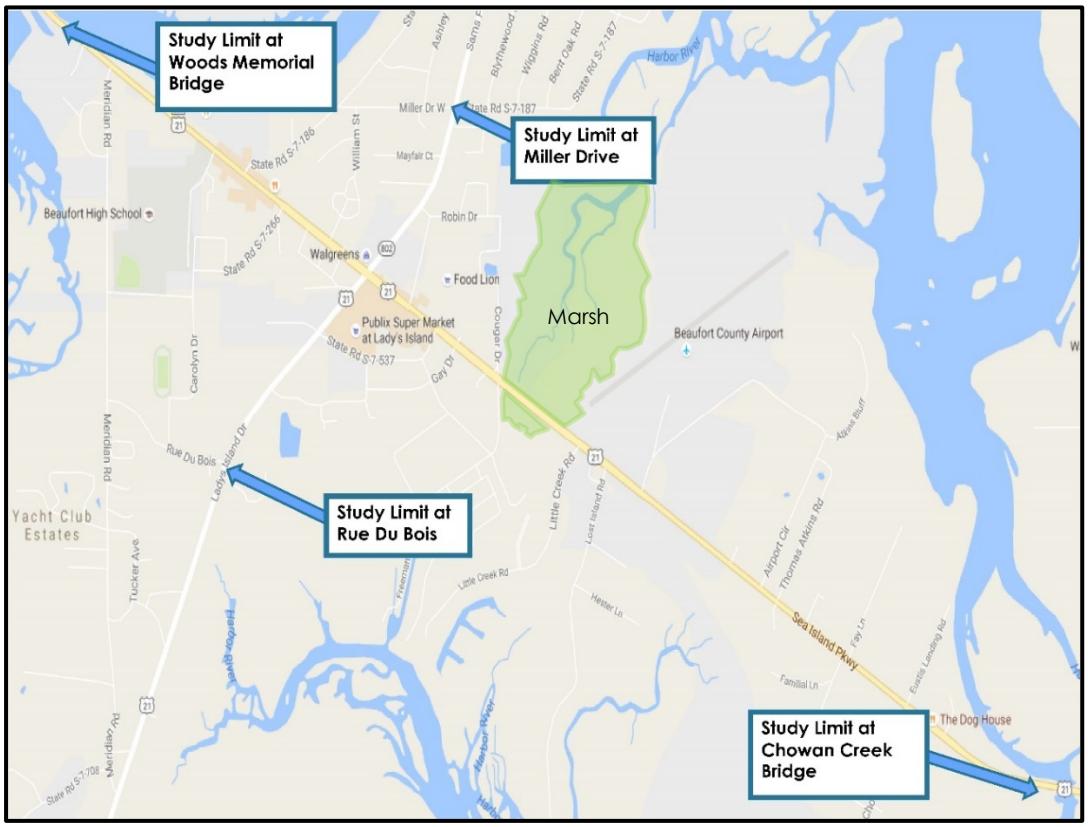


Figure 2.1 – Project Study Area

2.2 EXISTING ROADWAYS

US 21 Business/US 21 (Sea Island Parkway) is currently a three-lane roadway at the Wood's Memorial Bridge which widens out to a five-lane road near Youmans Drive. At the marsh, the roadway narrows to four lanes and at airport circle narrows down to a three-lane road. The 3.3 mile section of US 21 Business has a speed limit of 40 miles per hour (mph) from Wood's Memorial Bridge to near Lost Island Road, 50 mph from near Taylor Drive to a location near Hudson Drive, and 55 mph from near Hudson Drive to the study limit at Chowan Creek Bridge. The 2019 Annual Average Daily Traffic (AADT) for US 21B between Meridian Road and US 21 is 19,100 vehicles per day (vpd) and between US 21 and Chowan Creek Bluff is 22,300 vpd.

US 21 (Ladys Island Drive) is currently a five-lane roadway within the study limits. The 0.6 mile section of US 21 has a speed limit of 45 miles per hour (mph) from the intersection at US 21 Business to just north of Hazel Farm Road. From Hazel Farm Road to the southern study limit, the speed limit is 55 mph. The 2019 Annual Average Daily Traffic (AADT) for US 21 between US 21 Business and Meridian Road is 24,000 vehicles per day (vpd).

SC 802 (Sams Point Road) is currently a five-lane roadway within the study limits. The 0.5 mile section of US 21 has a speed limit of 45 miles per hour (mph) and the 2019 Annual Average Daily Traffic (AADT) for SC 802 between US 21 and Robin Drive is 21,700 vehicles per day (vpd) and between Robin Drive and Brickyard Point Road is 20,900 vpd.

Meridian Road The posted speed limit is 35 mph and the 2019 AADT is 2,100 vpd.

S-7-186 Sunset Boulevard The posted speed limit is 35 mph and the 2019 AADT is 2,500 vpd.

Youmans Drive The posted speed limit is 30 mph and the 2019 AADT is 1,500 vpd.

Sams Point Way The posted speed limit is 45 mph and the 2019 AADT is 3,000vpd.

S-7-187 Miller Drive West The posted speed limit is 30 mph and the 2019 AADT is 1,200 vpd.

Several other roadways are included in this study and are listed on the following page.

The following roadways are all two-lane roadways with unknown AADTs that intersect US 21 Business, US 21, and SC 802 in the study area:

- ***Geechie Road***
- ***S-7-537 (Ferry Drive)***
- ***Cougar Drive***
- ***Airport Circle***
- ***Eustis Landing Road***
- ***Hazel Farm Road***
- ***Professional Village Circle***
- ***S-7-497 (Gay Drive)***
- ***Lost Island Road***
- ***Old Distant Island Road***
- ***Ashland Park Road***
- ***Rue Du Bois***

2.3 COUNT DATA

Turning movement counts were conducted during the morning peak hours 7:00AM and 9:00AM and the afternoon peak hours of 4:00PM and 6:00PM at 18 locations along the corridor. Figure 2.2 on the following page shows the count locations. Count data is shown in Appendix A. The 2020 counts showed a noticeable drop in traffic during the morning peak hours when compared to similar counts completed in 2016. However, the 2020 counts for the afternoon peak hours actually increased at most intersections. It is assumed that the variation in morning and afternoon traffic patterns are as a result of the ongoing COVID-19 pandemic. This variation matches our observations on other corridors in South Carolina where afternoon volumes have returned to close to normal conditions but morning travel patterns have remained relatively depressed. Due to this variation, this study utilized 2016 traffic counts for the AM peak hours and 2020 traffic counts for the PM peak hours. The 2016 AM peak hour traffic counts were grown at 1% per year in order to ascertain the theoretical 2020 AM peak hour traffic counts.

Figure 2.2 – Turning Movement Count Data Map

2.4 CRASH DATA

Crash data within the study area was obtained from the Department of Public Safety. Eight years of data were obtained from January 1, 2012 to December 31, 2019. In total, there were 1,021 crashes in 8 years with four crashes involving at least one fatality and 326 crashes involving at least one injury. A summary of the crash data is provided below in Table 2.1.

Table 2.1 – Summary of Crash Data within Project Limits

Crashes by Injury Class	
Fatal Crashes	4
Injury Crashes	326
PDO Crashes	691
Total Crashes	1,021

Crashes by Manner of Collision	
Rear End	455
Angle	376
Sideswipe	70
Other	120
Total Crashes	1,021

Figure 2.3 below and Figure 2.4 on the following page are examples of the types of collisions experienced within the study limits. The segment shown in Figure 2.3 experiences a higher rate of rear-end collisions compared to the other types of collisions due to the stop and go congestion that is experienced in this area. Figure 2.4 shows the second most frequent type of collision in the study area, right angle collisions. At driveway locations and unsignalized intersections, angled collisions are experienced more frequently because of turning vehicles along high volume roads.

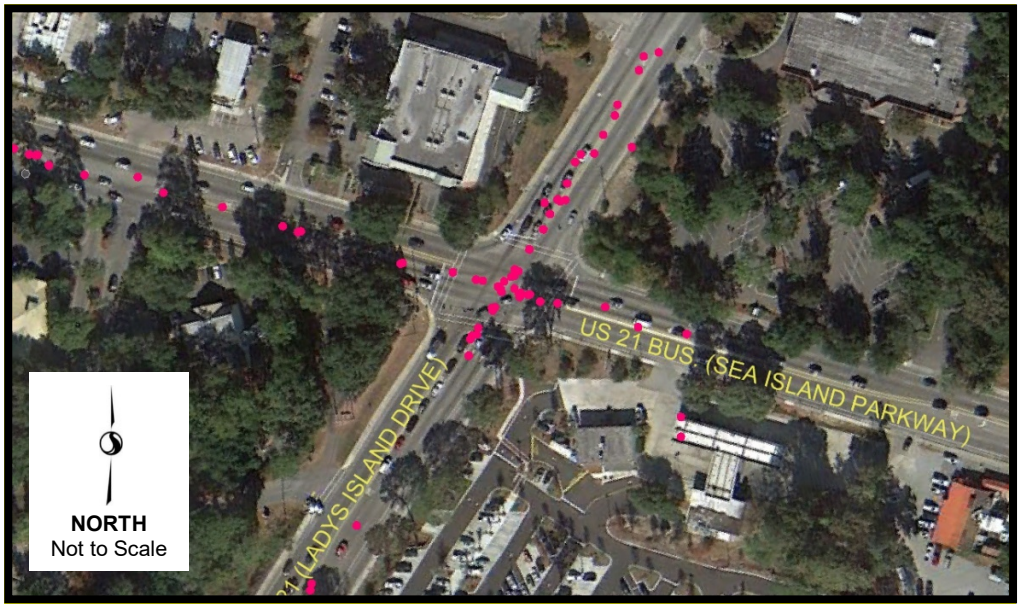


Figure 2.3 – Rear End Collisions at Sea Island Parkway & Lady's Island Drive

Figure 2.4 – Angled Collisions at Sea Island Parkway & Lady's Island Drive

3.0 Projected Conditions

3.1 GROWTH RATES

Historic tube counts collected by SCDOT from 2009 – 2019 along US 21 Business Sea Island Parkway and US 21 Lady's Island Drive show that the traffic volumes are increasing at a rate of 1.59% compounded annually over the past ten years. Table 3.1 shows AADTs and growth rates for the study area.

Table 3.1 – Lady's Island Area AADT and Growth Rates

Location		US 21 B (West of Sunset Blvd)	US 21 Lady's Island Dr (South of Sea Island Pkwy)	Average	
Station		137	221		
Year	2009	17,100	19,700	18,400	
	2010	17,400	20,000	18,700	
	2011	17,100	20,000	18,550	
	2012	16,200	18,300	17,250	
	2013	16,500	18,600	17,550	
	2014	16,400	18,400	17,400	
	2015	19,500	20,600	20,050	
	2016	18,800	21,600	20,200	
	2017	20,000	21,500	20,750	
	2018	21,000	22,600	21,800	
	2019	19,100	24,000	21,550	
Rates	2-Year	-2.25%	5.81%	1.93%	1.91%
	3-Year	0.53%	3.70%	2.23%	2.18%
	4-Year	-0.51%	4.13%	1.87%	1.82%
	5-Year	3.29%	6.09%	4.77%	4.37%
	6-Year	2.63%	4.84%	3.80%	3.48%
	7-Year	2.56%	4.45%	3.56%	3.23%
	8-Year	1.46%	2.50%	2.02%	1.89%
	9-Year	1.09%	2.22%	1.69%	1.59%
	10-Year	1.17%	2.18%	1.71%	1.59%
				LINEAR	EXPONENTIAL

3.2 FUTURE VOLUMES

The year 2024 is selected as the opening year of construction completion and 2044 is selected as the Design Year. Considering the local roads along with US 21 and US 21 Business, a growth rate of 1.0% compounded annually is used to project future baseline traffic volumes. This 1.0% growth rate is used for each intersection turning movement count along the corridor.

3.3 DEVELOPMENTS AND TRIP GENERATION

In an effort to project accurate future traffic, current proposed developments were incorporated in the future volume development as vested traffic. The proposed developments included were, Wendy's, Harris Teeter, The Village at Oyster Bluff, Marina Village, Mayfair Court Min-Warehouse, Old Theater Min-Warehouse, Miller Drive Residential Development, Upper Cane Residential Development, and White Hall Plantation. Due to the current buildout projections, Upper Cane Residential Development and White Hall Planation impacts are only be included in the 2044 traffic models. The proposed developments' new trips were determined based off completed Traffic Impact Analyses (TIA) and the *ITE's Trip Generation Manual, 10th Edition*. The projected traffic was distributed throughout the study area according to the TIAs and existing volumes. These trips are shown in Appendix B.

4.0 Concept Development

4.1 NO BUILD ALTERNATE

As with any project, there is a "do nothing" option where you consider leaving the project in the current conditions for comparison to the proposed conditions. With no improvements to the study area in Lady's Island, traffic congestion will continue to compound each year.

4.2 BUILD ALTERNATE 1

The proposed concept plan is provided separately. It includes the following elements:

Greater Street Connectivity. Seven new connections are shown to provide alternate routes for relief of congested intersections and safer means for difficult turning movements. These connections include:

1. Enhanced access on Miller Drive West and Sunset Boulevard to avoid the congested main US 21 / SC 802 intersection
2. Paving of Hazel Farm Road and enhanced access on Gay Drive to avoid the congested main intersection
3. Additional access for Lady's Island Middle School, to align with Gay Drive
4. Extension of Mayfair Court to Miller Street
5. Extension of Meadowbrook Drive to Dow Road
6. New frontage road to provide better access for Lost Island Road and Little Creek Road
7. New Beaufort High School access from Lady's Island Drive.

Each of these connections provide their own individual benefits. The first two connections will provide congestion relief from the main US 21 / SC 801 intersection, which is expected to otherwise develop major queues and delays over time. The additional access for Lady's Island Middle School will allow it to use the new traffic signal at Gay Drive, providing safer access onto US 21. Extending Mayfair Court will allow its residents access to the new Miller Drive signal on SC 802 Sams Point Road. Extending Meadowbrook Drive to Dow Road will provide access for Tidewatch Business Center and other properties to the new Gay Drive signal. Lastly, the new frontage road will allow Lost Island Road and Little Creek Road residents direct access to the new Walmart traffic signal. This will make access onto US 21 safer for them.

The new Beaufort High School access is shown to be provided by extending Hazel Farm Road. This new high school access will re-route some amount of traffic off of Sea Island Parkway and onto Lady's Island Drive.

Traffic Signal Improvements. New traffic signals are shown at the following locations:

- US 21 Business Sea Island Parkway and Meridian Road
- SC 802 Sams Point Road and Miller Drive
- US 21 Lady's Island Drive and Hazel Farm Road
- US 21 Sea Island Parkway and Gay Drive
- US 21 Sea Island Parkway and Cougar (half signal)
- US 21 Sea Island Parkway and Youmans Drive

Traffic signals along US 21 Business / US 21 Sea Island Parkway are to be interconnected to improve vehicular progression and reduce rear end collisions. A separate traffic study for the proposed White Hall Plantation Development showed a new traffic signal to be warranted at US 21 Business intersection with Meridian Road. This report assumes the development's approval and installation of a signal at this intersection.

Should the street connectivity improvements not occur, traffic volumes at the main intersection of US 21 Business(Sea Island Parkway) & US 21 Lady's Island Drive would likely increase causing the intersection to experience an increase in delay and queuing. Based on our analysis, these connections will alleviate some of the congestion in the future.

Improvements to the Main Intersection of US 21 and SC 802. There are two additions that can be implemented. As part of the Harris Teeter development, a new right turn lane will be constructed for the US 21 Sea Island Parkway westbound approach. The concept plan for this study shows a new right turn lane for the SC 802 southbound approach. It will allow the southbound approach to have two through lanes and a dedicated right turn lane. This will be especially beneficial for the morning peak, where very heavy right turn volumes occur. Build Alternatives 4 and 5 show double left turn lanes installed for both the eastbound and westbound Sea Island Parkway approaches. Alternative 4 includes extra widening to accommodate the dual left turns, while Alternative 5 only reallocates space from an existing through lane.

Extension of the US 21 Sea Island Parkway Eastbound Outside Through Lane. The outside through lane currently tapers down just prior to Lost Island Road. This creates a rear end crash potential for eastbound drivers turning right onto Little Creek Road and Lost Island Road. Extending this outside through lane past the commercial area would provide both congestion and safety benefits. Along with this extension, the westbound right turns onto the two Walmart site driveways will be converted to through-right lanes. This will provide congestion relief for westbound traffic, particularly in the morning peak.

Raised Medians for Access Management and Safety Improvements. The medians are shown in the concept plan for parts of US 21 Business Sea Island Parkway, US 21 Sea Island Parkway, SC 802 Sams Point Road, and US 21 Lady's Island Drive. Careful consideration is given to alternate routes associated with the medians. For example, a new driveway onto the newly signalized Hazel Farm Road is shown for Sea Island Presbyterian Church and Mayfair Court is extended to provide alternate access. Also, the three-lane segment of US 21 Business Sea Island Parkway does not include a raised median, as it would be too tight to accommodate any u-turn movements.

Traffic Calming Elements. With Sunset Boulevard/Miller Drive and Hazel Farm Road/Gay Drive being designed as alternate routes to relieve the main intersection, it will be important to preserve their residential character. The Hazel Farm Road/Gay Drive route may include 25 MPH postings and traffic calming elements. A previous study of Sunset Boulevard and Miller Drive by SCDOT found that those two streets did not meet policy criteria for traffic calming due to speed limits and functional class. Based on public input and the proposed connectivity, this study recognizes there will at least be a need for regulating flows. In the concept plans, both routes are shown to include roundabouts. A mini-roundabout may be considered for the Hazel Farm Road / Day Drive intersection, but not for the Sunset Boulevard/Miller Drive intersections. The intent is for these streets to flow freely, but at speeds that are safe for residents and pedestrians.

Enhanced Bicycle and Pedestrian Accommodations. Sidewalks already exist along both major routes and all approaches except for SC 802 Sams Point Road have dedicated bicycle lanes. Proposed improvements enhance bicycle and pedestrian accommodations further. The concept plan shows the sidewalks to be widened with multi-use paths. Side streets Sunset Boulevard, Miller Drive West, and Gay Drive also feature sidewalk/path enhancements.

New Beaufort High School Access Road. The high school is currently accessed via the US 21 Sea Island Parkway signal. The concept plan proposes converting this driveway to right-in/right-out access and constructing a new access road, Hazel Farm Road Extension. The Hazel Farm Road Extension will provide direct access to US 21 Lady's Island Drive with a new traffic signal.

Existing school district boundaries show much of school traffic originates from the south. The new Hazel Farm Drive Extension would alleviate some congestion at the main intersection of Sea Island Parkway and Lady's Island Drive. Additional school access via Youmans Drive will remain.

Corridor Enhancements. Landscaping, irrigation, and lighting are planned to enhance the main corridors, as well as Sunset Boulevard, Miller Drive West, Gay Drive, and the Beaufort High School access road. These elements should significantly enhance the area.

4.3 BUILD ALTERNATE 2

This alternate contains all of the elements of Alternate 1. It adds the widening of US 21 Business (Sea Island Parkway) to a four-lane divided section between Meridian Road and Professional Drive to relieve the bottleneck that occurs as traffic enters this section of US 21 Business. As a result of this widening, accommodating both bicycle lanes and shared use paths may not be feasible due to property impacts. The concept plan shows a four-lane section with turn lanes located at Meridian Road, Sunset Blvd, Youmans Drive, the Grayco Shopping Center Driveway, and Professional Drive.

4.4 BUILD ALTERNATE 3

Build Alternate 3 contains most of the elements of Build Alternate 2, but it also eliminates the eastbound left turn from Sea Island Parkway onto Sunset Boulevard and adds a traffic signal at Youmans Drive. This analysis assumes eastbound left turning traffic accessing Sunset Boulevard will now U-turn at the new Youmans Drive signal, while traffic accessing SC 802 Sam's Point Road will continue eastward and turn left onto SC 802. We recognize some drivers may consider using Beaufort Memorial Lady's Island Internal Medicine's driveway as a cut-through to Sunset Boulevard, but its driveway has a tight alignment with a speed hump.

Build Alternate 3 includes half-signals at the US 21 Sea Island Parkway intersections with Gay Drive and Cougar Drive. This provides signalized access for the middle school without relocating Cougar Drive.

4.5 BUILD ALTERNATE 4

Build Alternate 4 contains all of the elements of Alternate 2 plus it widens US 21 Business/US 21 at US 21/SC 802 to include dual left turn lanes for both the eastbound and westbound US 21 Business/US 21(Sea Island Parkway) approaches. This alternative also includes half signals at US 21 & Gay Drive and US 21 & Cougar Drive.

4.6 BUILD ALTERNATE 5

Build Alternative 5 considers a two-lane roadway cross-section for US 21 Business Sea Island Parkway from Meridian Road eastward to SC 802 Sam's Point Road. This road diet treatment would remove the existing two-way left-turn lane / alternating left turn lanes on US 21 Business and shift the two through lanes inward. Remaining space would be used for widening the sidewalks or installing on-street parking. Alternate 5 promotes a downtown Lady's Island concept.

Build Alternative 5 also includes dual left-turn lanes for the eastbound and westbound approaches to the intersection of US 21/US 21 Business (Sea Island Parkway) & Lady's Island Drive, using space from the abandoned through lane.

Each of the build alternatives have certain design elements that can be considered interchangeable. If one design element is determined to be effective, that design element can potentially be applied to any one of the Build Alternatives described above.

5.0 Operations Analysis

The No Build Alternate and the Build Concept were compared for intersection delays. Detailed Synchro analyses were performed for each study area intersection. Using the existing and projected traffic volumes, intersection analyses were conducted for the study area intersections considering 2024 No Build conditions, 2044 No Build conditions, and 2044 Build conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 2016 (HCM 6)* methodologies of the *Synchro*, Version 10 software for intersection analysis.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 5.1 summarizes the *HCM 6* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

Table 5.1 – HCM 2010 LOS Criteria for Unsignalized and Signalized Intersections

Unsignalized Intersections	
LOS	**Control Delay Per Vehicle (seconds)**
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Signalized Intersections	
LOS	**Control Delay Per Vehicle (seconds)**
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

5.1 INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS

An analysis of the 2024 No Build, 2044 No Build, 2024 Build Alternates 1-5, and 2044 Build Alternates 1-5 was conducted. Intersection levels of service (LOS) results for the AM Peak Hour are shown in Table 5.2 for each of the analysis scenarios and Table 5.3 for the PM Peak Hour. It should be noted that the overall intersection LOS and delay shown in bold is for signalized intersections. All other LOS and delays are for stop-controlled side street approaches. The "+" in the table symbolizes that there are no turning volumes at the intersection. Also, N.A. in the table symbolizes indicates that the Synchro calculated LOS is so high, no numerical delay value is assigned, and a LOS of F can be assumed.

The main arterials on Lady's Island currently experiences a high LOS, especially the segment of Sea Island Parkway between Woods Memorial Bridge and the intersection of Sea Island Parkway and Lady's Island Drive. Each of the build alternatives analyzed in this report seeks to mitigate some of the existing and expected future congestion by increasing access to some keys sites, limited turning movements at certain intersections and providing alternate routes in order to alleviate congestion on the arterials.

Analysis of the 2024 No Build AM and PM peak hours shows that the corridor will experience high delays in the future if no improvements are implemented. Analysis of alternatives 1-4 shows marked improvement over the No Build conditions. The 2024 No Build results are shown in **Appendix C**, and the 2024 Build results are shown in **Appendix D.**

Analysis of the 2044 No Build AM and PM peak hours shows that the corridor will experience high delays in the future if no improvements are implemented. Analysis of 2044 Alternatives 1-4 shows marked improvement over the No Build conditions, with some exceptions as noted below. The 2044 No Build results are shown in **Appendix E**, and the 2044 Build results are shown in **Appendix F**.

For Build Alternative 3, removal of the eastbound left turn onto Sunset Boulevard reduces traffic on Sunset Boulevard / Miller Drive, but increases delays at the main US 21 intersection with SC 802. This is because some of the Sunset Boulevard volumes are now assigned to the main intersection.

Where half-signals are installed in Alternates 3, 4, and 5 the intersection delays are low. These design elements reduce side street access as shown. However, they cannot provide signalized pedestrian crossings across US 21.

Operational analysis of Build Alternative 5 indicates that intersections between the Woods Memorial Bridge and US 21/US 21 Business (Sea Island Parkway) & Lady's Island Drive would be expected to experience an undesirable level of service by 2044.

On the northwest side of Woods Memorial Bridge, both Bay Street and Carter Street have two-lane cross sections similar to the one proposed for US 21 under Alternate 5. They also have lower traffic volumes, with 2019 ADT volumes of 7,500 and 14,400, respectively. The US 21 Business/Sea Island Parkway ADT is 19,100. Both Bay Street and Carter Street have traffic that feeds onto the Woods Memorial Bridge and US 21 Business.

The projected congestion along US 21 Business could result in some traffic rerouting, with drivers choosing to access Lady's Island through Port Royal and the McTeer Bridge instead.

Table 5.2 – AM Peak Intersection LOS and Delay Results

Intersection	2024 No Build		2024 Altenate 1		2024 Alternate 2	
	Peak Hour		Peak Hour		Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
US 21 B (Sea Island Pky) & Meridian Rd	D	34.5 (NB)	**C**	**24.3**	**C**	**21.6**
US 21 B (Sea Island Pky) & Beaufort High School	**B**	**15.3**	D	25.1 (SB)	B	35.9 (SB)
US 21 B (Sea Island Pky) & Sunset Blvd	F	382.8 (NB)	F	N.A. (NB)	F	N.A. (NB)
US 21 B (Sea Island Pky) & Youmans Dr	D	28.1 (SB)	C	21.3 (SB)	C	24.3 (SB)
US 21 B (Sea Island Pky) & Professional Village Cr	D	33.7 (SB)	C	10.9 (SB)	B	10.9 (SB)
US 21 (Sea Island Pky) & SC 802 (Sams Point Rd)	**E**	**63.3**	**D**	**39.3**	**D**	**39.0**
US 21 (Sea Island Pky) & Sams Point Way	C	24.7 (SB)	B	14.0 (SB)	B	17.1(NB)
US 21 (Sea Island Pky) & Ferry Rd	E	47.0 (SB)	B	14.2 (SB)	B	14.2 (SB)
US 21 (Sea Island Pky) & Gay Dr	C	16.4 (NB)	**B**	**13.9**	**B**	**13.9**
US 21 (Sea Island Pky) & Cougar Dr	F	103.5 (NB)	-	+	-	+
US 21 (Sea Island Pky) & Lost Island Rd	B	14.0 (NB)	B	14.3 (NB)	B	14.3 (NB)
US 21 (Sea Island Pky) & Airport Circle	**A**	**2.0**	**A**	**2.1**	**A**	**2.1**
US 21 (Sea Island Pky) & Old Distant Island Rd	D	30.7 (NB)	D	29.7 (NB)	D	29.7 (NB)
US 21 (Sea Island Pky) & Eustis Landing Road/Chowan Creek Bluff	**C**	**22.5**	**B**	**19.8**	**B**	**19.8**
US 21 (Lady's Island Drive) & Rue Du Bois	D	32.9 (EB)	C	19.1 (EB)	C	19.1 (EB)
US 21 (Lady's Island Drive) & Hazel Farm Rd	C	20.2 (WB)	**C**	**20.8**	**C**	**20.8**
US 21 (Lady's Island Drive) & Ferry Dr	F	63.5 (WB)	B	14.7 (WB)	B	14.7 (WB)
SC 802 (Sams Point Road) & Sams Point Way	C	18.5 (WB)	B	15.0 (WB)	B	15.0 (WB)
SC 802 (Sams Point Road) & Ashland Park Rd	D	28.4 (EB)	B	13.5 (EB)	B	13.5 (EB)
SC 802 (Sams Point Road) & Miller Rd	E	54.2 (WB)	**B**	**10.3**	**B**	**10.3**

Intersection	2024 Altenate 3		2024 Alternate 4		2024 Alternate 5	
	Peak Hour		Peak Hour		Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
US 21 B (Sea Island Pky) & Meridian Rd (w/ signal)	**C**	**21.5**	**C**	**21.6**	**C**	**27.6**
US 21 B (Sea Island Pky) & Beaufort High School	D	14.2(SB)	B	14.2 (SB)	D	25.1 (SB)
US 21 B (Sea Island Pky) & Sunset Blvd	C	13.6 (SB)	F	57.0 (NB)	F	N.A. (SB)
US 21 B (Sea Island Pky) & Youmans Dr	**A**	**11.7**	C	24.3 (SB)	D	30.0 (SB)
US 21 B (Sea Island Pky) & Professional Village Cr	C	10.8 (SB)	B	10.9 (SB)	F	67.6 (SB)
US 21 (Sea Island Pky) & SC 802 (Sams Point Rd)	**D**	**39.3**	**D**	**39.0**	**F**	**85.7**
US 21 (Sea Island Pky) & Sams Point Way	B	14.0 (SB)	B	14.0 (SB)	B	14.0 (SB)
US 21 (Sea Island Pky) & Ferry Rd	B	14.2 (SB)	B	14.2 (SB)	B	14.2 (SB)
US 21 (Sea Island Pky) & Gay Dr (half-signal)	**A**	**8.3**	**A**	**8.3**	**A**	**8.3**
US 21 (Sea Island Pky) & Cougar Dr (half-signal)	**A**	**6.6**	**A**	**5.8**	**A**	**5.9**
US 21 (Sea Island Pky) & Lost Island Rd	B	14.3 (NB)	B	14.3 (NB)	B	14.3 (NB)
US 21 (Sea Island Pky) & Airport Circle	**A**	**2.1**	**A**	**2.1**	**A**	**2.1**
US 21 (Sea Island Pky) & Old Distant Island Rd	D	29.7 (NB)	D	29.7 (NB)	D	29.7 (NB)
US 21 (Sea Island Pky) & Eustis Landing Road/Chowan Creek Bluff	**B**	**19.8**	**B**	**19.8**	**B**	**19.8**
US 21 (Lady's Island Drive) & Rue Du Bois	C	19.1 (EB)	C	19.1 (EB)	C	19.1 (EB)
US 21 (Lady's Island Drive) & Hazel Farm Rd	**C**	**20.8**	**C**	**20.8**	**C**	**20.8**
US 21 (Lady's Island Drive) & Ferry Dr	B	14.7 (WB)	B	14.7 (WB)	B	14.9 (WB)
SC 802 (Sams Point Road) & Sams Point Way	B	15.0 (WB)	B	15.0 (WB)	B	15.0 (WB)
SC 802 (Sams Point Road) & Ashland Park Rd	B	13.5 (EB)	B	13.5 (EB)	B	13.5 (EB)
SC 802 (Sams Point Road) & Miller Rd	**B**	**10.3**	**B**	**10.3**	**B**	**10.4**

Table 5.2 – AM Peak Intersection LOS and Delay Results (cont'd)

Intersection	2044 No Build Peak Hour		2044 Alternate 1 Peak Hour		2044 Alternate 2 Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
US 21 B (Sea Island Pky) & Meridian Rd	F	173.2	**B**	**19.4**	**B**	**16.0**
US 21 B (Sea Island Pky) & Beaufort High School	**C**	**30.3**	E	35.9 (SB)	B	16.3 (NB)
US 21 B (Sea Island Pky) & Sunset Blvd	F	362.8 (SB)	F	N.A. (NB)	F	N.A. (NB)
US 21 B (Sea Island Pky) & Youmans Dr	F	55.4 (NB)	D	30.9 (SB)	C	18.8 (SB)
US 21 B (Sea Island Pky) & Professional Village Cr	F	136.1 (SB)	B	11.9 (SB)	B	12 0 (SB)
US 21 (Sea Island Pky) & SC 802 (Sams Point Rd)	**F**	**124.9**	**D**	**42.5**	**D**	**42.7**
US 21 (Sea Island Pky) & Sams Point Way	F	175.3 (NB)	C	17.1(NB)	C	16.8 NB)
US 21 (Sea Island Pky) & Ferry Rd	F	143.4 (SB)	C	17.5 (SB)	C	17.5 (SB)
US 21 (Sea Island Pky) & Gay Dr	C	19.8 (NB)	**C**	**21.0**	**C**	**21.0**
US 21 (Sea Island Pky) & Cougar Dr	F	340.8 (SB)	-	+	-	+
US 21 (Sea Island Pky) & Lost Island Rd	C	17.4 (NB)	B	11.4 (NB)	B	11.4 (NB)
US 21 (Sea Island Pky) & Airport Circle	**B**	**11.5**	**B**	**10.4**	**B**	**10.4**
US 21 (Sea Island Pky) & Old Distant Island Rd	F	166.2 (NB)	D	34.5 (NB)	D	34.5 (NB)
US 21 (Sea Island Pky) & Eustis Landing Road/Chowan Creek Bluff	**D**	**47.1**	**C**	**31.8**	**C**	**31.8**
US 21 (Lady's Island Drive) & Rue Du Bois	F	78.7 (EB)	D	32.4 (EB)	D	32.4 (EB)
US 21 (Lady's Island Drive) & Hazel Farm Rd	D	28.1 (WB)	**B**	**12.2**	**B**	**12.2**
US 21 (Lady's Island Drive) & Ferry Dr	F	365.7 (WB)	C	24.4 (WB)	C	24.4 (WB)
SC 802 (Sams Point Road) & Sams Point Way	E	38.4 (WB)	C	23.8 (WB)	C	23.8 (WB)
SC 802 (Sams Point Road) & Ashland Park Rd	E	42.2 (EB)	C	20.4 (EB)	C	20.4 (EB)
SC 802 (Sams Point Road) & Miller Rd	F	95.5 (EB)	**B**	**14.6**	**B**	**14.6**

Intersection	2044 Alternate 3 Peak Hour		2044 Alternate 4 Peak Hour		2044 Alternate 5 Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
US 21 B (Sea Island Pky) & Meridian Rd (w/ signal)	**C**	**32.6**	**C**	**33.1**	**F**	**146.6**
US 21 B (Sea Island Pky) & Beaufort High School	C	16.9 (SB)	C	16.9 (NB)	F	93.7 (NB)
US 21 B (Sea Island Pky) & Sunset Blvd	C	17.0 (SB)	F	N.A. (NB)	F	N.A. (SB)
US 21 B (Sea Island Pky) & Youmans Dr	**B**	**19.1**	C	19.0 (SB)	F	106.1 (NB)
US 21 B (Sea Island Pky) & Professional Village Cr	B	11.9 (SB)	B	11.8 (SB)	F	324.9 (SB)
US 21 (Sea Island Pky) & SC 802 (Sams Point Rd)	**D**	**41.6**	**D**	**38.8**	**F**	**119.0**
US 21 (Sea Island Pky) & Sams Point Way	C	17.1(NB)	C	16.8 NB)	C	16.8 NB)
US 21 (Sea Island Pky) & Ferry Rd	C	17.5 (SB)	C	17.5 (SB)	C	17.5 (SB)
US 21 (Sea Island Pky) & Gay Dr (half-signal)	**B**	**10.5**	**B**	**10.5**	**C**	**21.0**
US 21 (Sea Island Pky) & Cougar Dr (half-signal)	**A**	**6.6**	**A**	**6.6**	**A**	**6.6**
US 21 (Sea Island Pky) & Lost Island Rd	B	11.4 (NB)	B	11.4 (NB)	B	11.4 (NB)
US 21 (Sea Island Pky) & Airport Circle	**B**	**10.4**	**B**	**10.4**	**B**	**10.4**
US 21 (Sea Island Pky) & Old Distant Island Rd	D	34.5 (NB)	D	34.5 (NB)	D	34.5 (NB)
US 21 (Sea Island Pky) & Eustis Landing Road/Chowan Creek Bluff	**C**	**31.8**	**C**	**31.8**	**C**	**31.8**
US 21 (Lady's Island Drive) & Rue Du Bois	D	32.4 (EB)	D	32.4 (EB)	D	32.4 (EB)
US 21 (Lady's Island Drive) & Hazel Farm Rd	**B**	**27.8**	**C**	**27.8**	**C**	**27.8**
US 21 (Lady's Island Drive) & Ferry Dr	C	24.4 (WB)	C	24.4 (WB)	C	24.4 (WB)
SC 802 (Sams Point Road) & Sams Point Way	C	23.8 (WB)	C	23.8 (WB)	C	23.8 (WB)
SC 802 (Sams Point Road) & Ashland Park Rd	C	20.4 (EB)	C	19.0 (EB)	C	20.4 (EB)
SC 802 (Sams Point Road) & Miller Rd	**B**	**14.6**	**B**	**14.6**	**B**	**14.6**

Table 5.3 – PM Peak Intersection LOS and Delay Results

Intersection	2024 No Build Peak Hour		2024 Alternate 1 Peak Hour		2024 Alternate 2 Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
US 21 B (Sea Island Pky) & Meridian Rd	E	41.5	**B**	**19.3**	**C**	**34.3**
US 21 B (Sea Island Pky) & Beaufort High School	**B**	**12.2**	E	35.7 (SB)	A	9.5 (SB)
US 21 B (Sea Island Pky) & Sunset Blvd	F	290.7 (SB)	F	4108.9 (NB)	**B**	**14.6**
US 21 B (Sea Island Pky) & Youmans Dr	F	222.5 (SB)	C	17.4 (SB)	C	16.9 (SB)
US 21 B (Sea Island Pky) & Professional Village Cr	E	42.6 (SB)	C	18.9 (SB)	C	19.5 (SB)
US 21 (Sea Island Pky) & SC 802 (Sams Point Rd)	**E**	**61.1**	**E**	**59.0**	**D**	**46.6**
US 21 (Sea Island Pky) & Sams Point Way	D	31.1 (SB)	C	16.7 (SB)	C	16.7 (SB)
US 21 (Sea Island Pky) & Ferry Rd	D	25.7 (SB)	B	14.5 (SB)	B	14.1 (SB)
US 21 (Sea Island Pky) & Gay Dr	D	27.7 (NB)	**C**	**26.0**	**C**	**26.0**
US 21 (Sea Island Pky) & Cougar Dr	F	79.9 (NB)	B	10.4 (NB)	B	10.3 NB)
US 21 (Sea Island Pky) & Lost Island Rd	D	29.0 (NB)	D	28.1 (NB)	D	27.9 (NB)
US 21 (Sea Island Pky) & Airport Circle	**D**	**43.5**	**A**	**9.6**	**A**	**9.6**
US 21 (Sea Island Pky) & Old Distant Island Rd	D	30.1 (NB)	C	20.0 (NB)	C	19.9 (NB)
US 21 (Sea Island Pky) & Eustis Landing Road/Chowan Creek Bluff	**C**	**16.3**	**A**	**7.7**	**A**	**7.7**
US 21 (Lady's Island Drive) & Rue Du Bois	E	36.3 (WB)	E	36.1 (WB)	E	36.1 (WB)
US 21 (Lady's Island Drive) & Hazel Farm Rd	D	34.4 (WB)	**B**	**19.6**	**B**	**19.6**
US 21 (Lady's Island Drive) & Ferry Dr	F	86.2 (WB)	B	14.2 (WB)	B	14.2 (WB)
SC 802 (Sams Point Road) & Sams Point Way	B	11.6 (WB)	B	10.7 (WB)	B	10.7 (WB)
SC 802 (Sams Point Road) & Ashland Park Rd	C	21.3 (EB)	B	12.9 (EB)	B	12.9 (EB)
SC 802 (Sams Point Road) & Miller Rd	E	43.0 (WB)	**B**	**19.6**	**B**	**19.6**

Intersection	2024 Alternate 3 Peak Hour		2024 Alternate 4 Peak Hour		2024 Alternate 5 Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
US 21 B (Sea Island Pky) & Meridian Rd (w/ signal)	**B**	**17.2**	**B**	**19.6**	**E**	**77.8**
US 21 B (Sea Island Pky) & Beaufort High School	E	37.8 (SB)	E	37.8 (SB)	F	83.6 (SB)
US 21 B (Sea Island Pky) & Sunset Blvd	B	14.5 (NB)	F	69.9 (NB)	F	250.8 (NB)
US 21 B (Sea Island Pky) & Youmans Dr	**B**	**11.8**	C	22.7 (SB)	E	44.0 (SB)
US 21 B (Sea Island Pky) & Professional Village Cr	B	10.4 (SB)	A	9.6 (SB)	F	310.4 (SB)
US 21 (Sea Island Pky) & SC 802 (Sams Point Rd)	**D**	**46.9**	**D**	**41.9**	**F**	**89.9**
US 21 (Sea Island Pky) & Sams Point Way	C	16.7 (SB)	C	16.7 (SB)	C	16.7 (SB)
US 21 (Sea Island Pky) & Ferry Rd	B	14.5 (SB)	B	14.1 (SB)	B	14.1 (SB)
US 21 (Sea Island Pky) & Gay Dr (half signal)	**A**	**9.5**	**A**	**9.5**	**A**	**9.5**
US 21 (Sea Island Pky) & Cougar Dr (half signal)	**A**	**1.1**	**A**	**1.0**	**A**	**1.1**
US 21 (Sea Island Pky) & Lost Island Rd	D	28.1 (NB)	D	27.9 (NB)	D	27.9 (NB)
US 21 (Sea Island Pky) & Airport Circle	**A**	**9.6**	**A**	**9.6**	**A**	**9.6**
US 21 (Sea Island Pky) & Old Distant Island Rd	C	20.0 (NB)	C	19.9 (NB)	C	19.9 (NB)
US 21 (Sea Island Pky) & Eustis Landing Road/Chowan Creek Bluff	**B**	**7.7**	**B**	**7.7**	**B**	**7.7**
US 21 (Lady's Island Drive) & Rue Du Bois	E	36.1 (WB)	E	36.1 (WB)	E	35.7 (WB)
US 21 (Lady's Island Drive) & Hazel Farm Rd	**B**	**19.6**	**B**	**19.6**	**B**	**19.6**
US 21 (Lady's Island Drive) & Ferry Dr	B	14.2 (WB)	B	14.2 (WB)	B	14.3 (WB)
SC 802 (Sams Point Road) & Sams Point Way	B	11.2 (WB)	B	11.2 (WB)	B	11.5 (WB)
SC 802 (Sams Point Road) & Ashland Park Rd	C	15.3 (EB)	C	15.3 (EB)	C	15.5 (EB)
SC 802 (Sams Point Road) & Miller Rd	**A**	**9.5**	**A**	**9.5**	**A**	**9.3**

Table 5.3 – PM Peak Intersection LOS and Delay Results (cont'd)

Intersection	2044 No Build Peak Hour		2044 Alternate 1 Peak Hour		2044 Alternate 2 Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
US 21 B (Sea Island Pky) & Meridian Rd	F	1361.7	**B**	**19.4**	**B**	**19.1**
US 21 B (Sea Island Pky) & Beaufort High School	**D**	**42.1**	E	40.7	E	37.8 (SB)
US 21 B (Sea Island Pky) & Sunset Blvd	F	N.A. (SB)	F	1695.4 (NB)	F	69.9 (NB)
US 21 B (Sea Island Pky) & Youmans Dr	F	N.A. (SB)	E	49.2 (SB)	C	22.7 (SB)
US 21 B (Sea Island Pky) & Professional Village Cr	F	264.8 (SB)	B	11.7 (SB)	A	9.6 (SB)
US 21 (Sea Island Pky) & SC 802 (Sams Point Rd)	**F**	**207.9**	**F**	**80.7**	**F**	**80.7**
US 21 (Sea Island Pky) & Sams Point Way	F	89.3 (NB)	C	20.8 (SB)	C	20.8 (SB)
US 21 (Sea Island Pky) & Ferry Rd	F	51.8 (SB)	C	24.6 (SB)	C	24.6 (SB)
US 21 (Sea Island Pky) & Gay Dr	E	43.0 (NB)	**D**	**40.5**	**D**	**40.5**
US 21 (Sea Island Pky) & Cougar Dr	F	355.7 (NB)	B	10.9 (NB)	B	10.9 (NB)
US 21 (Sea Island Pky) & Lost Island Rd	F	52.7 (NB)	C	17.2 (NB)	C	17.2 (NB)
US 21 (Sea Island Pky) & Airport Circle	**B**	**39.7**	**B**	**18.8**	**B**	**18.8**
US 21 (Sea Island Pky) & Old Distant Island Rd	D	27.7 (NB)	D	27.6(NB)	D	27.6(NB)
US 21 (Sea Island Pky) & Eustis Landing Road/Chowan Creek Bluff	**E**	**39.9**	**D**	**39.9**	**D**	**39.9**
US 21 (Lady's Island Drive) & Rue Du Bois	F	111.0 (WB)	F	103.7(WB)	F	103.7(WB)
US 21 (Lady's Island Drive) & Hazel Farm Rd	F	59.3 (WB)	**B**	**15.5**	**D**	**26.8**
US 21 (Lady's Island Drive) & Ferry Dr	F	653.1 (WB)	C	21.4 (WB)	C	22.1 (WB)
SC 802 (Sams Point Road) & Sams Point Way	B	13.9 (WB)	B	12.3 (WB)	B	12.3 (WB)
SC 802 (Sams Point Road) & Ashland Park Rd	D	27.6 (EB)	C	15.4 (EB)	C	15.4 (EB)
SC 802 (Sams Point Road) & Miller Rd	F	69.5 (WB)	**C**	**26.8**	**C**	**26.8**

Intersection	2044 Alternate 3 Peak Hour		2044 Alternate 4 Peak Hour		2044 Alternate 5 Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
US 21 B (Sea Island Pky) & Meridian Rd (w/ signal)	**B**	**10.4**	**B**	**19.5**	**F**	**170.1**
US 21 B (Sea Island Pky) & Beaufort High School	B	14.0 (SB)	B	14.0 (SB)	F	272.9 (SB)
US 21 B (Sea Island Pky) & Sunset Blvd	C	16.8 (NB)	F	3998.4 (NB)	F	4019.5(NB)
US 21 B (Sea Island Pky) & Youmans Dr	**B**	**11.8**	E	40.6 (SB)	D	33.6 (SB)
US 21 B (Sea Island Pky) & Professional Village Cr	B	11.5 (SB)	B	10.9 (SB)	F	4354.6 (SB)
US 21 (Sea Island Pky) & SC 802 (Sams Point Rd)	**F**	**80.7**	**E**	**58.5**	**F**	**137.9**
US 21 (Sea Island Pky) & Sams Point Way	C	20.8 (SB)	C	20.8 (SB)	C	20.8 (SB)
US 21 (Sea Island Pky) & Ferry Rd	C	24.6 (SB)	C	24.6 (SB)	C	24.6 (SB)
US 21 (Sea Island Pky) & Gay Dr	**B**	**11.1**	**B**	**11.1**	**B**	**11.1**
US 21 (Sea Island Pky) & Cougar Dr	**A**	**1.7**	**A**	**1.7**	**A**	**1.7**
US 21 (Sea Island Pky) & Lost Island Rd	C	17.2 (NB)	C	17.2 (NB)	C	17.2 (NB)
US 21 (Sea Island Pky) & Airport Circle	**B**	**18.8**	**B**	**18.8**	**B**	**18.8**
US 21 (Sea Island Pky) & Old Distant Island Rd	D	27.6(NB)	D	27.6(NB)	D	27.6(NB)
US 21 (Sea Island Pky) & Eustis Landing Road/Chowan Creek Bluff	**D**	**39.9**	**D**	**39.9**	**D**	**39.9**
US 21 (Lady's Island Drive) & Rue Du Bois	F	103.7(WB)	F	103.7(WB)	F	104.0 (WB)
US 21 (Lady's Island Drive) & Hazel Farm Rd	**C**	**26.8**	**C**	**26.8**	**C**	**26.8**
US 21 (Lady's Island Drive) & Ferry Dr	C	19.8 (WB)	C	19.4 (WB)	C	19.4 (WB)
SC 802 (Sams Point Road) & Sams Point Way	B	13.0 (WB)	B	13.0 (WB)	B	13.0 (WB)
SC 802 (Sams Point Road) & Ashland Park Rd	C	18.4 (EB)	C	18.4 (EB)	C	18.4 (EB)
SC 802 (Sams Point Road) & Miller Rd	**B**	**10.6**	**B**	**10.6**	**B**	**10.6**

5.2 NEW TRAFFIC SIGNALS

The 2024 and 2044 Build Concept includes recommendations regarding traffic signals along the corridors. Three new traffic signals are recommended: one at the intersection of SC 802 Sams Point Road and Miller Drive, one at US 21 Sea Island Parkway and Gay Drive, and one at US 21 Lady's Island Dive and Hazel Farm Road. In Build Alternatives 3-5, half signals are proposed for the intersections of Sea Island Parkway & Gay Drive and Sea Island Parkway & Cougar Drive. In Build Alternative 3, a signal is also proposed for Sea Island Parkway at Youmans Drive.

All of these signals will facilitate traffic in the future to utilize the alternative routes proposed in the concept plan. They are currently scoped to include mast arms to match the streetscape enhancements.

Based on a review of the proposed traffic signals, the Alternate 3 US 21 Business Sea Island Parkway signal at Youmans drive is likely to meet the Manual of Uniform Traffic Control Devices' (MUTCD's) traffic signal warrants by opening year 2024 if the U-turn volumes are treated as side street volumes. The other proposed signals are expected to meet the one-hour and four-hour warrants by opening year 2024. Hours beyond the AM and PM peaks have not been counted. Based on anticipated traffic patterns, the four-hour warrant is likely to be met at each signal. Some intersections may meet the eight-hour warrant; however, this is difficult to predict.

6.0 Conclusions

Traffic analyses were completed for five different build alternatives along the Sea Island Parkway and Lady's Island Drive corridors. The goal of the analysis is to determine the impacts of the different proposed transportation solutions. Each build alternative includes different design elements that could be interchangeable with each of the other alternatives. Concept plans were created for Alternatives 1-4 to illustrate the proposed design elements. No concept drawing was completed for Alternative 5, as various options exist for a road diet.

Remaining steps of this study process include a public involvement phase and SCDOT coordination. During public involvement, each of the potential alternatives will be made available for the benefit of the local population. After completion of these steps, a desired alternative will be selected. The final selected alternative may contain design elements from multiple alternatives.

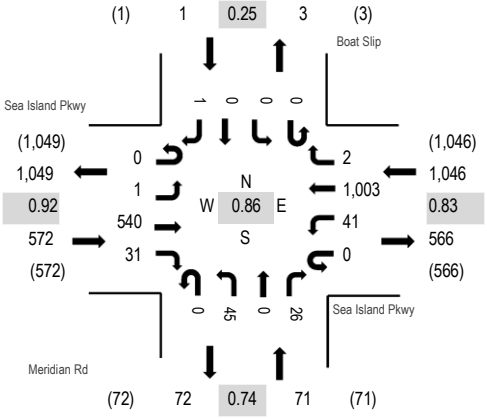
APPENDIX A

TURNING MOVEMENT COUNTS AND TUBE COUNTS

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

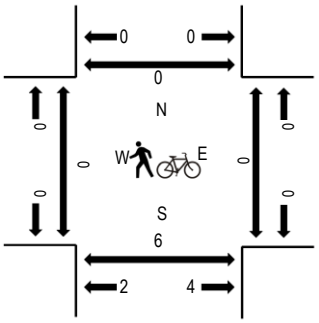
Location: 1 Meridian Rd & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Meridian Rd Northbound				Boat Slip Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	123	3	0	1	218	1	0	8	0	3	0	0	0	0	357	1,690	0	0	0	0
7:30 AM	0	0	140	7	0	8	253	0	0	12	0	3	0	0	0	1	424		0	0	6	0
7:45 AM	0	0	147	8	0	19	295	0	0	12	0	9	0	0	0	0	490		0	0	0	0
8:00 AM	0	1	130	13	0	13	237	1	0	13	0	11	0	0	0	0	419		0	0	0	0

Peak Rolling Hour Flow Rates

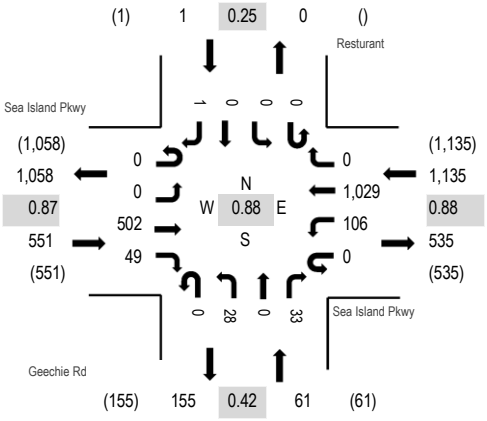
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	531	31	0	41	988	2	0	45	0	26	0	0	0	1	1,666
Mediums	0	0	9	0	0	0	15	0	0	0	0	0	0	0	0	0	24
Total	0	1	540	31	0	41	1,003	2	0	45	0	26	0	0	0	1	1,690

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

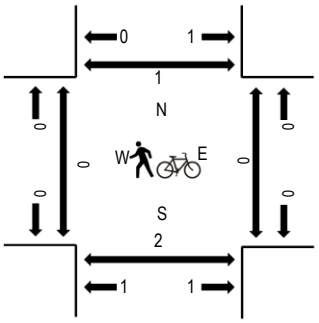
Location: 2 Geechie Rd & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Geechie Rd Northbound				Resturant Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	113	10	0	20	220	0	0	1	0	5	0	0	0	0	369	1,748	0	0	2	1
7:30 AM	0	0	129	5	0	15	259	0	0	5	0	1	0	0	0	0	414		0	0	0	0
7:45 AM	0	0	148	10	0	14	310	0	0	8	0	5	0	0	0	1	496		0	0	0	0
8:00 AM	0	0	112	24	0	57	240	0	0	14	0	22	0	0	0	0	469		0	0	0	0

Peak Rolling Hour Flow Rates

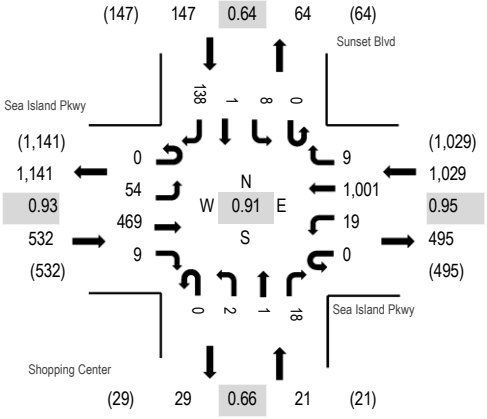
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	491	49	0	104	1,013	0	0	28	0	31	0	0	0	1	1,717
Mediums	0	0	11	0	0	2	16	0	0	0	0	2	0	0	0	0	31
Total	0	0	502	49	0	106	1,029	0	0	28	0	33	0	0	0	1	1,748

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

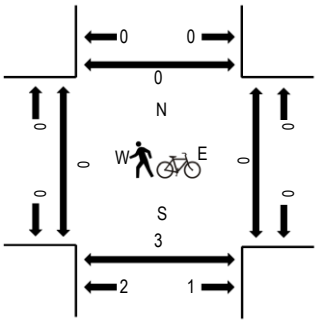
Location: 3 Shopping Center & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Shopping Center Northbound				Sunset Blvd Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	9	102	2	0	2	223	3	0	0	0	2	0	2	0	19	364	1,729	0	0	2	0
7:30 AM	0	11	124	2	0	5	253	3	0	1	1	6	0	5	0	29	440		0	0	0	0
7:45 AM	0	19	121	3	0	7	259	2	0	1	0	6	0	0	1	56	475		0	0	0	0
8:00 AM	0	15	122	2	0	5	266	1	0	0	0	4	0	1	0	34	450		0	0	1	0

Peak Rolling Hour Flow Rates

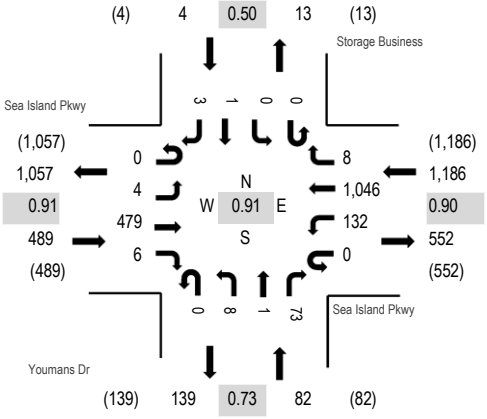
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	53	458	9	0	19	984	9	0	2	1	17	0	8	1	137	1,698
Mediums	0	1	11	0	0	0	17	0	0	0	0	1	0	0	0	1	31
Total	0	54	469	9	0	19	1,001	9	0	2	1	18	0	8	1	138	1,729

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

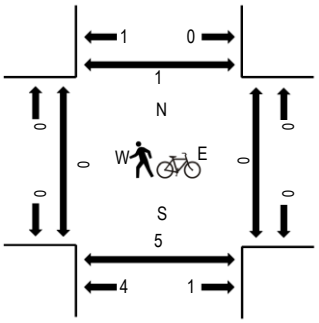
Location: 4 Youmans Dr & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Youmans Dr Northbound				Storage Business Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	99	0	0	19	229	0	0	1	1	15	0	0	0	1	365	1,761	0	0	2	0
7:30 AM	0	2	132	1	0	19	281	1	0	2	0	14	0	0	0	1	453		0	0	0	0
7:45 AM	0	0	126	3	0	37	267	4	0	4	0	17	0	0	0	0	458		0	0	3	0
8:00 AM	0	2	122	2	0	57	269	3	0	1	0	27	0	0	1	1	485		0	0	0	1

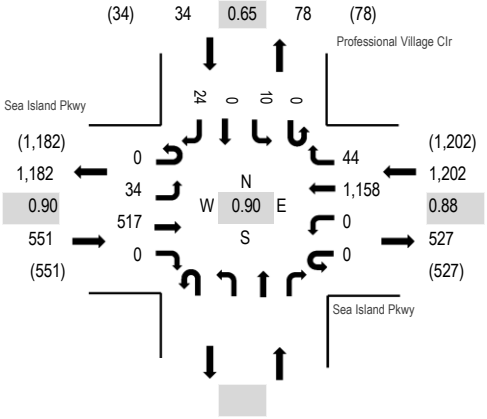
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	472	5	0	121	1,030	8	0	7	1	66	0	0	1	3	1,718
Mediums	0	0	7	1	0	11	16	0	0	1	0	7	0	0	0	0	43
Total	0	4	479	6	0	132	1,046	8	0	8	1	73	0	0	1	3	1,761

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

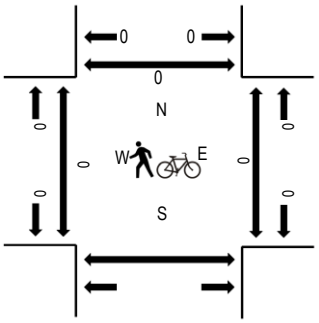
Location: 5 Professional Village Clr & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Northbound				Professional Village Clr Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	2	112	0	0	0	241	9					0	1	0	1	366	1,787	0	0		0
7:30 AM	0	9	131	0	0	0	280	10					0	1	0	7	438		0	0		0
7:45 AM	0	13	140	0	0	0	302	17					0	4	0	9	485		0	0		0
8:00 AM	0	10	134	0	0	0	335	8					0	4	0	7	498		0	0		0

Peak Rolling Hour Flow Rates

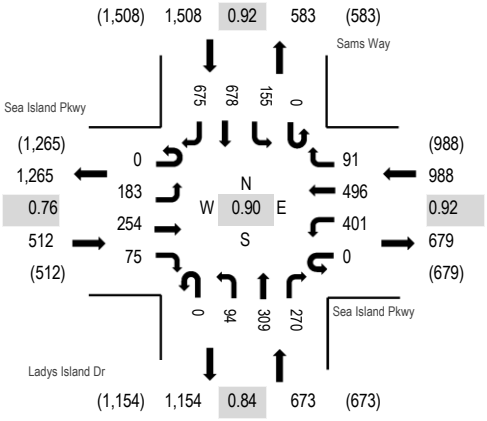
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	34	499	0	0	0	1,131	44					0	9	0	24	1,741
Mediums	0	0	18	0	0	0	27	0					0	1	0	0	46
Total	0	34	517	0	0	0	1,158	44					0	10	0	24	1,787

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

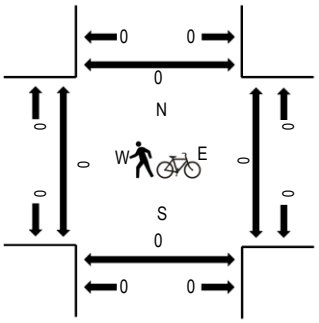
Location: 8 Ladys Island Dr & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Ladys Island Dr Northbound				Sams Way Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	42	59	12	0	91	88	26	0	16	55	53	0	40	132	138	752	3,681	0	0	0	0
7:30 AM	0	32	54	14	0	108	113	27	0	27	90	66	0	30	197	174	932		0	0	0	0
7:45 AM	0	67	71	31	0	110	136	22	0	29	94	77	0	35	170	182	1,024		0	0	0	0
8:00 AM	0	42	70	18	0	92	159	16	0	22	70	74	0	50	179	181	973		0	0	0	0

Peak Rolling Hour Flow Rates

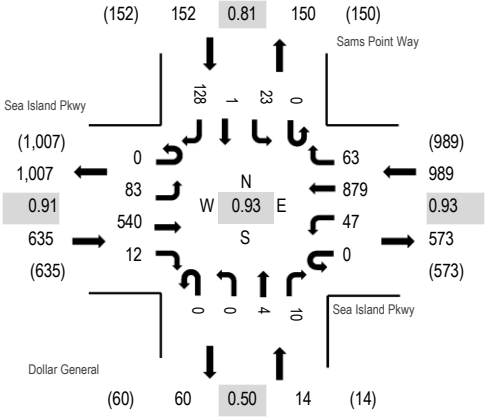
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	2	3	0	2	0	0	8
Lights	0	178	248	73	0	390	484	79	0	92	298	262	0	147	667	664	3,582
Mediums	0	5	6	2	0	10	12	12	0	2	9	5	0	6	11	11	91
Total	0	183	254	75	0	401	496	91	0	94	309	270	0	155	678	675	3,681

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

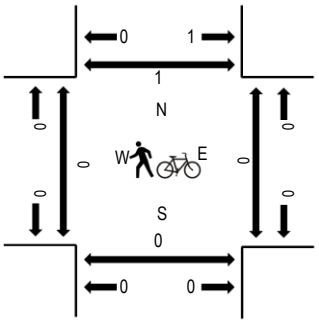
Location: 9 Dollar General & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Dollar General Northbound				Sams Point Way Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	13	128	5	0	5	188	11	0	0	2	0	0	4	0	25	381	1,790	0	0	0	0
7:30 AM	0	21	118	1	0	8	239	20	0	0	1	6	0	8	0	30	452		0	0	0	1
7:45 AM	0	29	144	2	0	14	229	20	0	0	1	3	0	4	0	34	480		0	0	0	0
8:00 AM	0	20	150	4	0	20	223	12	0	0	0	1	0	7	1	39	477		0	0	0	0

Peak Rolling Hour Flow Rates

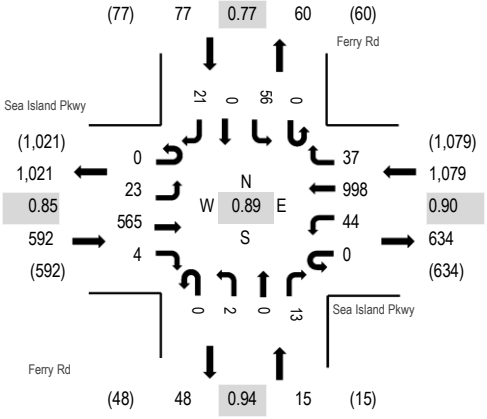
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
Lights	0	82	518	12	0	46	850	63	0	0	4	10	0	23	1	124	1,733
Mediums	0	1	19	0	0	1	28	0	0	0	0	0	0	0	0	4	53
Total	0	83	540	12	0	47	879	63	0	0	4	10	0	23	1	128	1,790

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

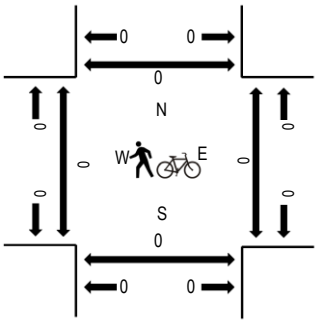
Location: 10 Ferry Rd & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Ferry Rd Northbound				Ferry Rd Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	3	129	2	0	4	204	5	0	0	0	4	0	12	0	6	369	1,763	0	0	0	0
7:30 AM	0	5	127	0	0	11	262	10	0	1	0	3	0	12	0	4	435		0	0	0	0
7:45 AM	0	9	143	0	0	14	259	11	0	1	0	2	0	18	0	7	464		0	0	0	0
8:00 AM	0	6	166	2	0	15	273	11	0	0	0	4	0	14	0	4	495		0	0	0	0

Peak Rolling Hour Flow Rates

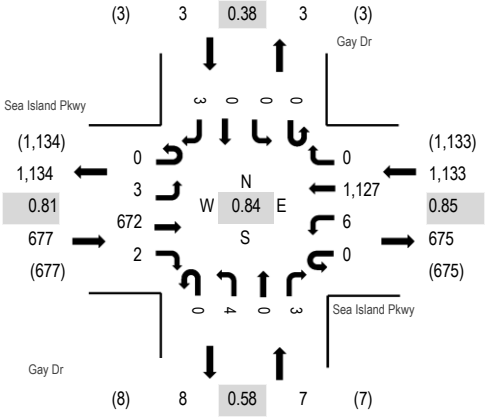
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7
Lights	0	22	540	4	0	43	966	36	0	1	0	13	0	55	0	20	1,700
Mediums	0	1	20	0	0	1	30	1	0	1	0	0	0	1	0	1	56
Total	0	23	565	4	0	44	998	37	0	2	0	13	0	56	0	21	1,763

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

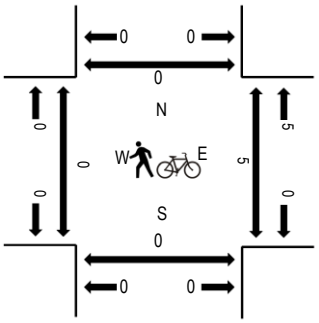
Location: 11 Gay Dr & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Gay Dr Northbound				Gay Dr Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	2	166	0	0	1	219	0	0	2	0	1	0	0	0	2	393	1,820	0	0	0	0
7:30 AM	0	0	135	1	0	0	306	0	0	1	0	0	0	0	0	1	444		0	5	0	0
7:45 AM	0	0	164	1	0	0	273	0	0	0	0	2	0	0	0	0	440		0	0	0	0
8:00 AM	0	1	207	0	0	5	329	0	0	1	0	0	0	0	0	0	543		0	0	0	0

Peak Rolling Hour Flow Rates

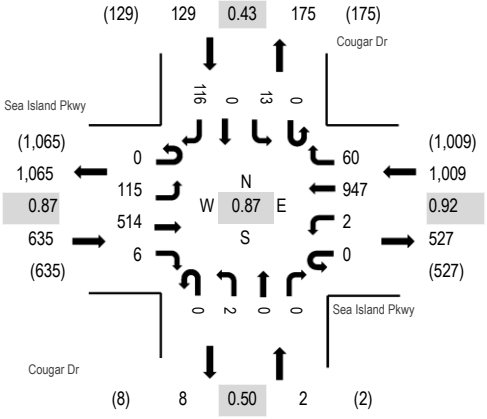
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8
Lights	0	3	644	1	0	5	1,095	0	0	4	0	3	0	0	0	3	1,758
Mediums	0	0	21	1	0	1	31	0	0	0	0	0	0	0	0	0	54
Total	0	3	672	2	0	6	1,127	0	0	4	0	3	0	0	0	3	1,820

All Traffic Data Services Inc.

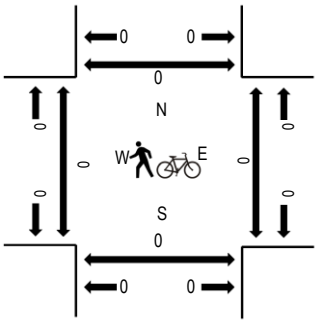
(303) 216-2439
www.alltrafficdata.net

Location: 12 Cougar Dr & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Cougar Dr Northbound				Cougar Dr Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	5	140	2	0	0	202	12	0	0	0	0	0	4	0	9	374	1,775	0	0	0	0
7:30 AM	0	10	132	0	0	1	268	5	0	1	0	0	0	0	0	9	426		0	0	0	0
7:45 AM	0	38	123	2	0	1	244	25	0	1	0	0	0	2	0	30	466		0	0	0	0
8:00 AM	0	62	119	2	0	0	233	18	0	0	0	0	0	7	0	68	509		0	0	0	0

Peak Rolling Hour Flow Rates

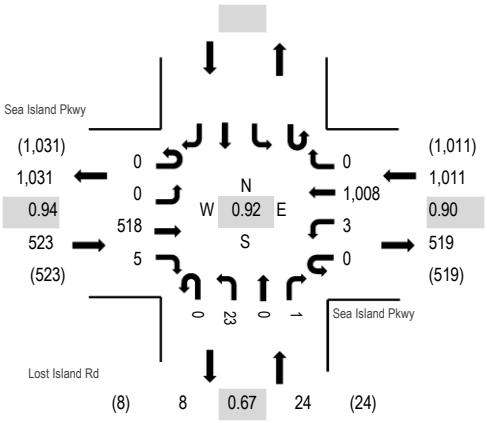
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Lights	0	115	491	6	0	1	922	51	0	2	0	0	0	9	0	110	1,707
Mediums	0	0	19	0	0	1	25	9	0	0	0	0	0	4	0	6	64
Total	0	115	514	6	0	2	947	60	0	2	0	0	0	13	0	116	1,775

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

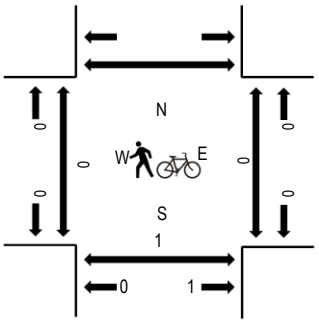
Location: 13 Lost Island Rd & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Lost Island Rd Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	137	0	0	1	208	0	0	5	0	0					351	1,558	0	0	0	
7:30 AM	0	0	136	3	0	2	279	0	0	3	0	0					423		0	0	0	
7:45 AM	0	0	123	0	0	0	273	0	0	9	0	0					405		0	0	0	
8:00 AM	0	0	122	2	0	0	248	0	0	6	0	1					379		0	0	1	

Peak Rolling Hour Flow Rates

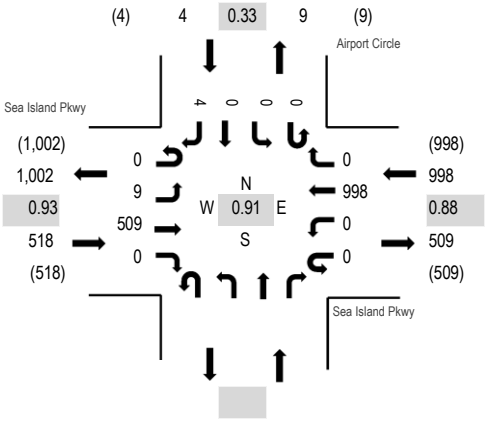
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	2	0	0	0	0	0					8
Lights	0	0	491	5	0	3	968	0	0	23	0	1					1,491
Mediums	0	0	21	0	0	0	38	0	0	0	0	0					59
Total	0	0	518	5	0	3	1,008	0	0	23	0	1					1,558

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

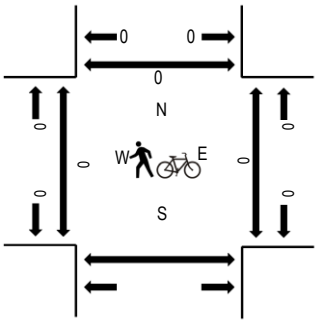
Location: 14 Airport Circle & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Northbound				Airport Circle Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	1	138	0	0	0	202	0					0	0	0	0	341	1,520	0	0		0
7:30 AM	0	2	130	0	0	0	284	0					0	0	0	1	417		0	0		0
7:45 AM	0	2	118	0	0	0	261	0					0	0	0	0	381		0	0		0
8:00 AM	0	4	123	0	0	0	251	0					0	0	0	3	381		0	0		0

Peak Rolling Hour Flow Rates

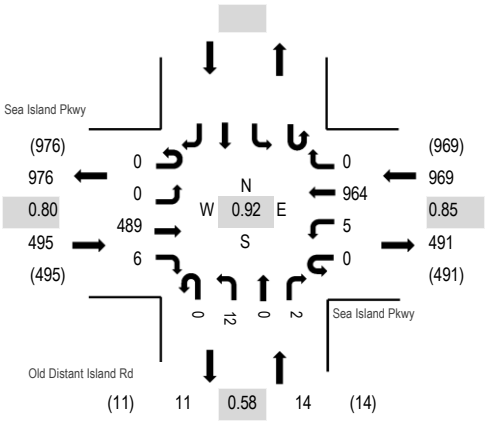
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	0	0					0	0	0	2	8
Lights	0	8	483	0	0	0	959	0					0	0	0	2	1,452
Mediums	0	1	20	0	0	0	39	0					0	0	0	0	60
Total	0	9	509	0	0	0	998	0					0	0	0	4	1,520

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

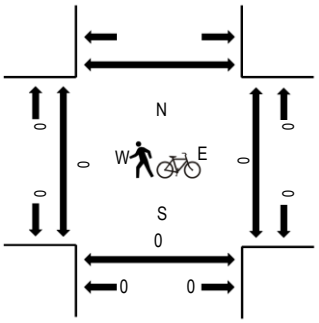
Location: 15 Old Distant Island Rd & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Old Distant Island Rd Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	117	2	0	2	204	0	0	0	0	1					326	1,478	0	0	0	
7:30 AM	0	0	152	2	0	1	243	0	0	4	0	0					402		0	0	0	
7:45 AM	0	0	110	0	0	1	283	0	0	3	0	0					397		0	0	0	
8:00 AM	0	0	110	2	0	1	234	0	0	5	0	1					353		0	0	0	

Peak Rolling Hour Flow Rates

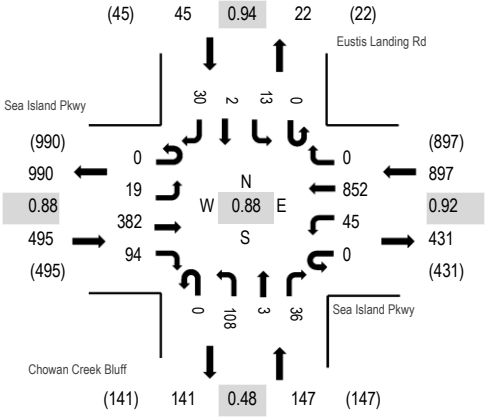
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	474	4	0	5	929	0	0	11	0	2					1,425
Mediums	0	0	15	2	0	0	35	0	0	1	0	0					53
Total	0	0	489	6	0	5	964	0	0	12	0	2					1,478

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

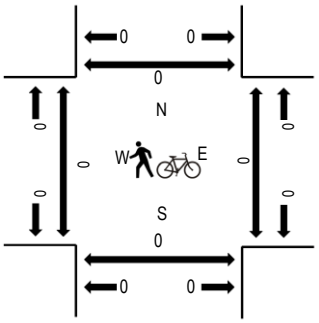
Location: 16 Chowan Creek Bluff & Sea Island Pkwy AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Sea Island Pkwy Eastbound				Sea Island Pkwy Westbound				Chowan Creek Bluff Northbound				Eustis Landing Rd Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	9	81	51	0	18	170	0	0	33	1	16	0	3	0	9	391	1,584	0	0	0	0
7:30 AM	0	4	87	32	0	21	219	0	0	57	2	17	0	2	1	6	448		0	0	0	0
7:45 AM	0	3	107	8	0	3	241	0	0	10	0	2	0	5	1	6	386		0	0	0	0
8:00 AM	0	3	107	3	0	3	222	0	0	8	0	1	0	3	0	9	359		0	0	0	0

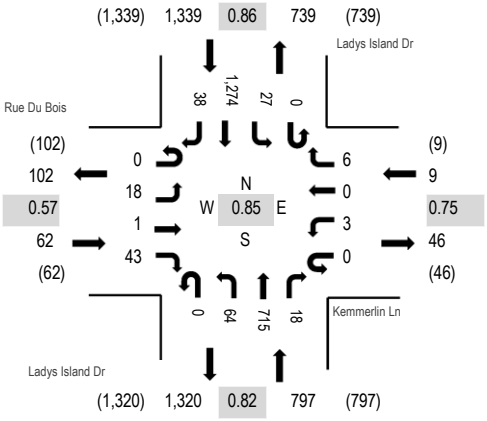
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	17	363	93	0	43	822	0	0	105	3	35	0	12	2	26	1,521
Mediums	0	0	19	1	0	2	30	0	0	3	0	1	0	1	0	4	61
Total	0	19	382	94	0	45	852	0	0	108	3	36	0	13	2	30	1,584

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

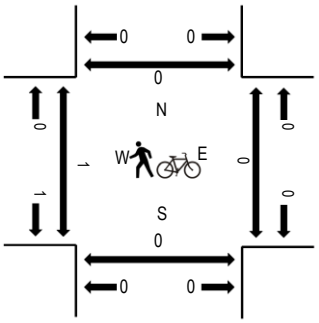
Location: 17 Ladys Island Dr & Kemmerlin Ln AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Rue Du Bois Eastbound				Kemmerlin Ln Westbound				Ladys Island Dr Northbound				Ladys Island Dr Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	4	0	3	0	1	0	1	0	8	140	3	0	3	247	11	421	2,207	1	0	0	0
7:30 AM	0	6	1	4	0	1	0	1	0	10	182	3	0	6	322	4	540		0	0	0	0
7:45 AM	0	6	0	11	0	0	0	2	0	15	220	7	0	6	373	11	651		0	0	0	0
8:00 AM	0	2	0	25	0	1	0	2	0	31	173	5	0	12	332	12	595		0	0	0	0

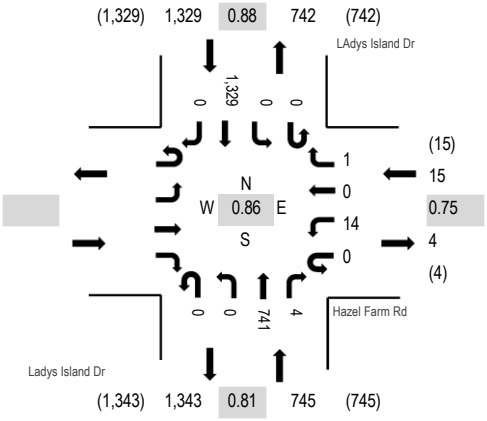
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6
Lights	0	17	0	43	0	3	0	6	0	61	695	18	0	27	1,248	35	2,153
Mediums	0	1	1	0	0	0	0	0	0	3	16	0	0	0	24	3	48
Total	0	18	1	43	0	3	0	6	0	64	715	18	0	27	1,274	38	2,207

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

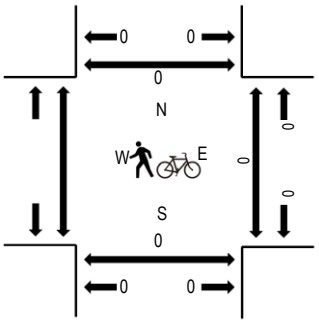
Location: 18 Ladys Island Dr & Hazel Farm Rd AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Hazel Farm Rd Westbound U-Turn	Hazel Farm Rd Westbound Left	Hazel Farm Rd Westbound Thru	Hazel Farm Rd Westbound Right	Ladys Island Dr Northbound U-Turn	Ladys Island Dr Northbound Left	Ladys Island Dr Northbound Thru	Ladys Island Dr Northbound Right	LAdys Island Dr Southbound U-Turn	LAdys Island Dr Southbound Left	LAdys Island Dr Southbound Thru	LAdys Island Dr Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	Pedestrain Crossings East	Pedestrain Crossings South	Pedestrain Crossings North
7:15 AM					0	4	0	1	0	0	143	1	0	0	257	0	406	2,089		0	0	0
7:30 AM					0	4	0	0	0	0	192	2	0	0	341	0	539			0	0	0
7:45 AM					0	3	0	0	0	0	229	1	0	0	377	0	610			0	0	0
8:00 AM					0	3	0	0	0	0	177	0	0	0	354	0	534			0	0	0

Peak Rolling Hour Flow Rates

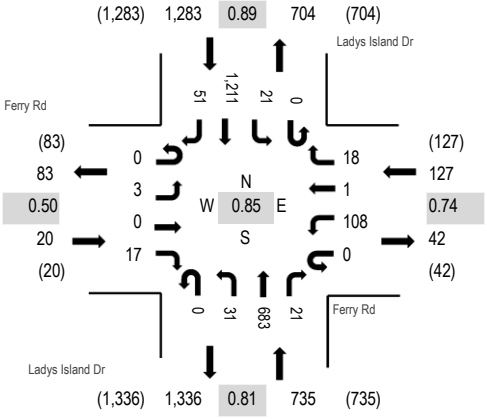
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks					0	0	0	0	0	0	7	0	0	0	1	0	8
Lights					0	14	0	1	0	0	720	3	0	0	1,304	0	2,042
Mediums					0	0	0	0	0	0	14	1	0	0	24	0	39
Total					0	14	0	1	0	0	741	4	0	0	1,329	0	2,089

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

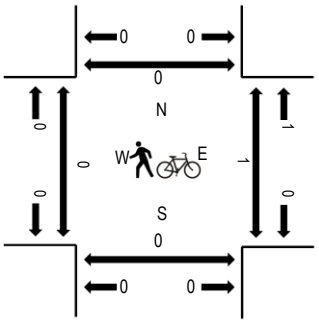
Location: 19 Ladys Island Dr & Ferry Rd AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Ferry Rd Eastbound				Ferry Rd Westbound				Ladys Island Dr Northbound				Ladys Island Dr Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	1	0	1	0	14	0	5	0	3	137	1	0	3	240	9	414	2,165	0	0	0	0
7:30 AM	0	0	0	3	0	21	0	6	0	8	173	7	0	7	319	19	563		0	1	0	0
7:45 AM	0	2	0	8	0	32	1	5	0	18	201	9	0	5	338	19	638		0	0	0	0
8:00 AM	0	0	0	5	0	41	0	2	0	2	172	4	0	6	314	4	550		0	0	0	0

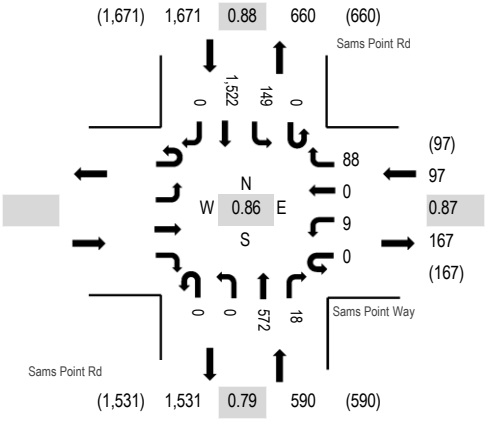
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	6	0	0	0	1	0	8
Lights	0	3	0	16	0	105	1	17	0	31	664	20	0	20	1,189	51	2,117
Mediums	0	0	0	1	0	2	0	1	0	0	13	1	0	1	21	0	40
Total	0	3	0	17	0	108	1	18	0	31	683	21	0	21	1,211	51	2,165

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

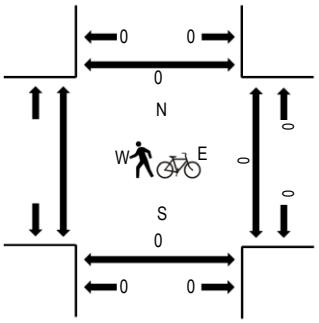
Location: 20 Sams Point Rd & Sams Point Way AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Sams Point Way Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Sams Point Rd Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Sams Point Rd Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
7:15 AM					0	3	0	16	0	0	125	7	0	26	334	0	511	2,358		0	0	0
7:30 AM					0	2	0	21	0	0	134	4	0	32	375	0	568			0	0	0
7:45 AM					0	0	0	28	0	0	181	5	0	44	431	0	689			0	0	0
8:00 AM					0	4	0	23	0	0	132	2	0	47	382	0	590			0	0	0

Peak Rolling Hour Flow Rates

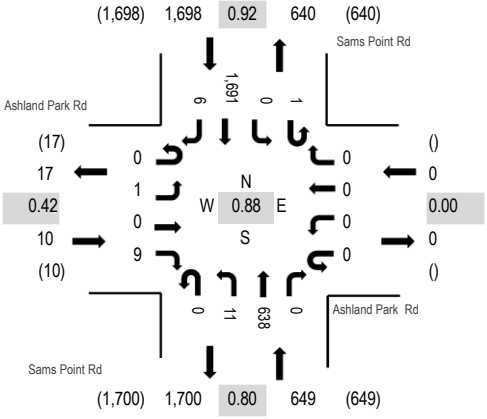
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks					0	0	0	0	0	0	2	0	0	0	2	0	4
Lights					0	7	0	87	0	0	544	18	0	143	1,494	0	2,293
Mediums					0	2	0	1	0	0	26	0	0	6	26	0	61
Total					0	9	0	88	0	0	572	18	0	149	1,522	0	2,358

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

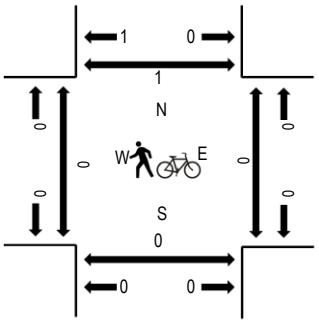
Location: 21 Sams Point Rd & Ashland Park Rd AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Ashland Park Rd Eastbound				Ashland Park Rd Westbound				Sams Point Rd Northbound				Sams Point Rd Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	0	0	0	0	0	0	0	2	141	0	1	0	379	0	523	2,357	0	0	0	0
7:30 AM	0	1	0	5	0	0	0	0	0	3	163	0	0	0	420	5	597		0	0	0	0
7:45 AM	0	0	0	3	0	0	0	0	0	2	200	0	0	0	461	0	666		0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	0	4	134	0	0	0	431	1	571		0	0	0	0

Peak Rolling Hour Flow Rates

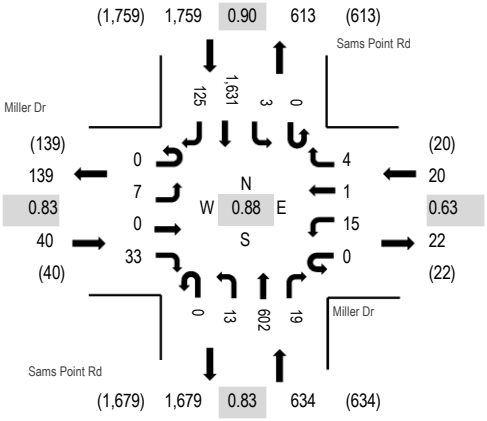
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	1	0	9	0	0	0	0	0	11	613	0	1	0	1,656	6	2,297
Mediums	0	0	0	0	0	0	0	0	0	0	23	0	0	0	34	0	57
Total	0	1	0	9	0	0	0	0	0	11	638	0	1	0	1,691	6	2,357

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

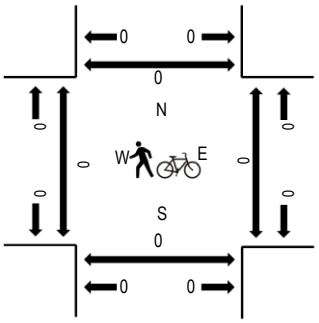
Location: 22 Sams Point Rd & Miller Dr AM
Date and Start Time: Wednesday, September 7, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Miller Dr Eastbound				Miller Dr Westbound				Sams Point Rd Northbound				Sams Point Rd Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	0	10	0	2	0	0	0	4	132	6	0	0	377	14	545	2,453	0	0	0	0
7:30 AM	0	4	0	8	0	1	0	2	0	0	164	2	0	0	426	27	634		0	0	0	0
7:45 AM	0	1	0	7	0	5	1	1	0	3	183	5	0	0	434	54	694		0	0	0	0
8:00 AM	0	2	0	8	0	7	0	1	0	6	123	6	0	3	394	30	580		0	0	0	0

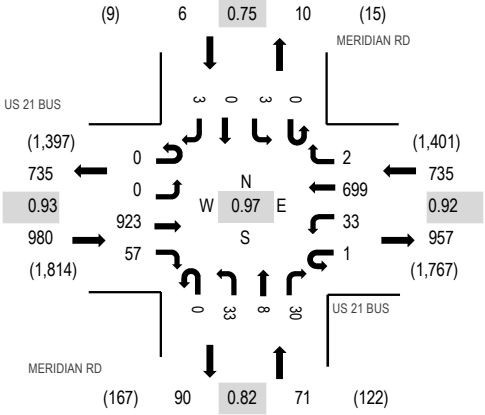
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	7	0	31	0	15	1	4	0	12	580	17	0	3	1,598	124	2,392
Mediums	0	0	0	2	0	0	0	0	0	1	21	2	0	0	32	1	59
Total	0	7	0	33	0	15	1	4	0	13	602	19	0	3	1,631	125	2,453

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

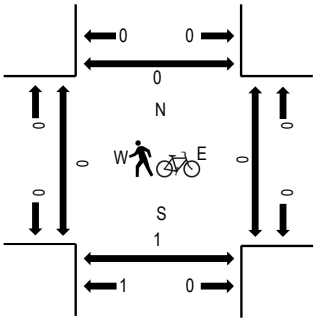
Location: 1 MERIDIAN RD & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				MERIDIAN RD Northbound				MERIDIAN RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	206	17	0	7	194	3	0	12	0	2	0	2	0	1	445	1,775	0	0	0	0
4:15 PM	0	0	220	18	0	7	179	1	0	11	0	11	0	0	0	2	449	1,792	0	0	0	0
4:30 PM	0	0	237	17	0	8	157	1	0	6	8	2	0	2	0	0	438	1,728	0	0	0	0
4:45 PM	0	0	217	7	1	9	187	0	0	8	0	12	0	1	0	1	443	1,665	0	0	0	0
5:00 PM	0	0	249	15	0	9	176	0	0	8	0	5	0	0	0	0	462	1,571	0	0	0	0
5:15 PM	0	0	198	10	0	6	158	0	0	6	0	7	0	0	0	0	385		0	0	0	0
5:30 PM	0	0	216	13	0	7	129	0	0	4	0	6	0	0	0	0	375		0	0	1	0
5:45 PM	0	0	166	7	0	10	151	1	0	7	0	7	0	0	0	0	349		0	0	0	0

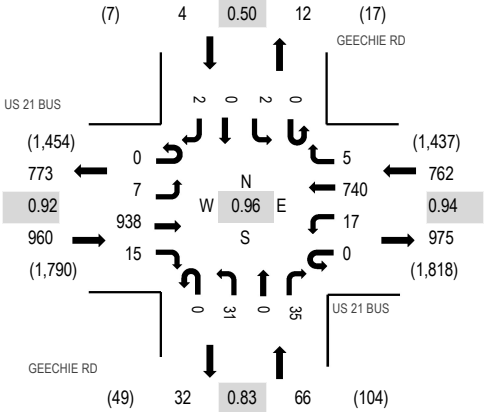
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Lights	0	0	916	57	1	32	693	2	0	33	8	28	0	3	0	3	1,776
Mediums	0	0	7	0	0	1	3	0	0	0	0	2	0	0	0	0	13
Total	0	0	923	57	1	33	699	2	0	33	8	30	0	3	0	3	1,792

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

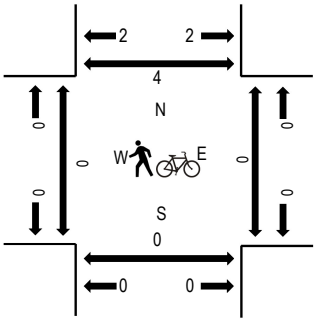
Location: 2 GEECHIE RD & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				GEECHIE RD Northbound				GEECHIE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	208	4	1	3	191	0	0	8	0	10	0	0	0	0	425	1,749	1	0	0	0
4:15 PM	0	2	207	10	0	7	195	1	0	13	0	8	0	2	0	0	445	1,792	0	0	0	0
4:30 PM	0	0	243	1	0	5	175	1	0	7	0	8	0	0	0	0	440	1,738	0	0	0	2
4:45 PM	0	3	229	3	0	2	182	2	0	7	0	9	0	0	0	2	439	1,675	0	0	0	2
5:00 PM	0	2	259	1	0	3	188	1	0	4	0	10	0	0	0	0	468	1,589	0	0	0	0
5:15 PM	0	0	210	3	0	3	169	0	0	3	0	3	0	0	0	0	391		0	0	0	1
5:30 PM	0	1	225	0	0	1	140	3	0	3	0	3	0	0	0	1	377		0	0	0	0
5:45 PM	0	0	178	1	0	2	161	1	0	4	0	4	0	1	0	1	353		0	0	0	0

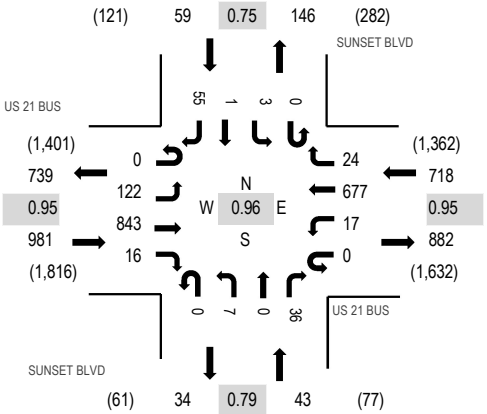
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	6
Lights	0	7	931	14	0	16	733	5	0	31	0	35	0	2	0	2	1,776
Mediums	0	0	7	1	0	0	2	0	0	0	0	0	0	0	0	0	10
Total	0	7	938	15	0	17	740	5	0	31	0	35	0	2	0	2	1,792

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

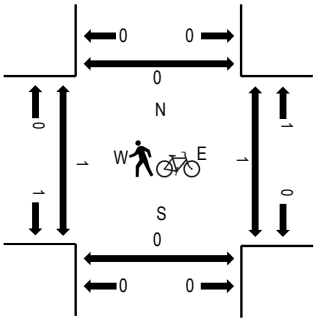
Location: 3 SUNSET BLVD & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				SUNSET BLVD Northbound				SUNSET BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	19	194	5	0	3	184	4	0	0	0	11	0	2	0	14	436	1,766	0	0	0	0
4:15 PM	0	22	208	7	0	2	168	3	0	2	0	12	0	1	0	12	437	1,801	0	1	0	0
4:30 PM	0	27	211	4	0	5	169	11	0	1	0	5	0	1	0	9	443	1,772	0	0	0	0
4:45 PM	0	41	199	3	0	5	163	5	0	3	0	10	0	1	1	19	450	1,713	1	0	0	0
5:00 PM	0	32	225	2	0	5	177	5	0	1	0	9	0	0	0	15	471	1,610	0	0	0	0
5:15 PM	0	28	191	1	0	4	154	11	0	1	0	6	0	2	0	10	408		0	0	0	0
5:30 PM	0	30	189	4	0	4	125	7	0	4	0	6	0	1	0	14	384		0	0	0	0
5:45 PM	0	32	140	2	0	3	140	5	0	0	0	6	0	2	1	16	347		0	0	0	0

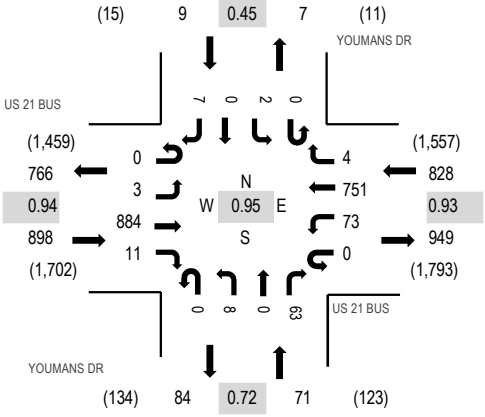
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7
Lights	0	121	835	16	0	17	669	24	0	7	0	35	0	3	1	54	1,782
Mediums	0	1	7	0	0	0	2	0	0	0	0	1	0	0	0	1	12
Total	0	122	843	16	0	17	677	24	0	7	0	36	0	3	1	55	1,801

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

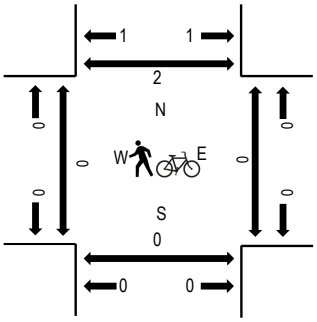
Location: 4 YOUMANS DR & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				YOUMANS DR Northbound				YOUMANS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	231	2	0	20	201	2	0	2	0	11	0	1	0	4	476	1,806	0	0	0	0
4:15 PM	0	0	219	4	0	31	187	2	0	2	0	23	0	0	0	2	470	1,789	0	0	0	0
4:30 PM	0	0	218	4	0	13	190	0	0	1	0	11	0	1	0	0	438	1,729	0	0	0	0
4:45 PM	0	1	216	1	0	9	173	0	0	3	0	18	0	0	0	1	422	1,679	0	0	0	0
5:00 PM	0	1	237	2	0	9	192	1	0	2	0	12	0	1	0	2	459	1,591	0	0	0	0
5:15 PM	0	0	204	2	0	8	183	1	0	1	0	11	0	0	0	0	410		0	0	0	0
5:30 PM	0	0	204	2	0	17	149	1	0	0	0	15	0	0	0	0	388		0	0	0	0
5:45 PM	0	0	150	2	0	8	160	0	0	2	0	9	0	1	0	2	334		0	0	1	0

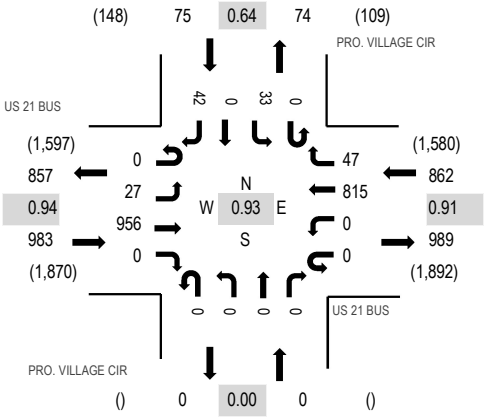
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
Lights	0	3	874	11	0	73	741	4	0	8	0	63	0	2	0	7	1,786
Mediums	0	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	14
Total	0	3	884	11	0	73	751	4	0	8	0	63	0	2	0	7	1,806

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

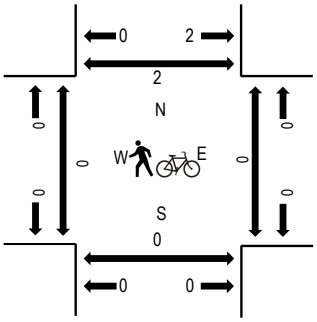
Location: 5 PRO. VILLAGE CIR & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				PRO. VILLAGE CIR Northbound				PRO. VILLAGE CIR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	245	0	0	0	222	16	0	0	0	0	0	12	0	11	514	1,920	0	0	0	0
4:15 PM	0	9	250	0	0	0	224	13	0	0	0	0	0	4	0	12	512	1,895	0	0	0	0
4:30 PM	0	4	226	0	0	0	189	10	0	0	0	0	0	2	0	12	443	1,822	0	0	0	1
4:45 PM	0	6	235	0	0	0	180	8	0	0	0	0	0	15	0	7	451	1,778	0	0	0	0
5:00 PM	0	6	257	0	0	0	185	8	0	0	0	0	0	15	0	18	489	1,678	0	0	0	0
5:15 PM	1	2	225	0	0	0	190	5	0	0	0	0	0	8	0	8	439		0	0	0	0
5:30 PM	0	2	221	0	0	0	163	3	0	0	0	0	0	5	0	5	399		0	0	0	0
5:45 PM	0	4	169	0	0	0	159	5	0	0	0	0	0	3	0	11	351		0	0	0	0

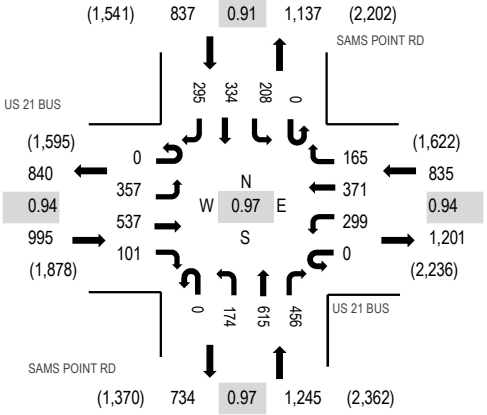
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
Lights	0	27	946	0	0	0	805	46	0	0	0	0	0	33	0	41	1,898
Mediums	0	0	10	0	0	0	4	1	0	0	0	0	0	0	0	1	16
Total	0	27	956	0	0	0	815	47	0	0	0	0	0	33	0	42	1,920

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

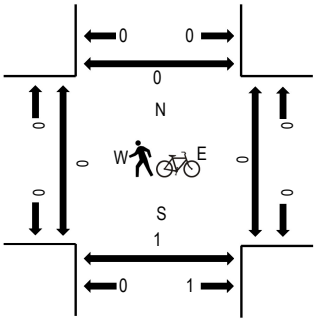
Location: 6 SAMS POINT RD & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				SAMS POINT RD Northbound				SAMS POINT RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	97	126	30	0	73	107	38	0	41	127	114	0	53	73	85	964	3,891	0	0	0	0
4:15 PM	0	93	132	20	0	73	108	44	0	41	151	130	0	53	88	79	1,012	3,912	0	0	0	0
4:30 PM	0	81	132	21	0	71	82	37	0	42	150	101	0	49	90	95	951	3,830	0	0	0	0
4:45 PM	0	88	135	27	0	79	92	44	0	39	159	113	0	51	79	58	964	3,704	0	0	0	0
5:00 PM	0	95	138	33	0	76	89	40	0	52	155	112	0	55	77	63	985	3,512	0	0	0	0
5:15 PM	0	101	118	21	0	83	92	43	0	31	164	109	0	44	58	66	930		0	0	0	0
5:30 PM	0	83	118	24	0	71	71	24	0	33	147	92	0	40	60	62	825		0	0	0	0
5:45 PM	0	61	93	11	0	58	84	43	0	30	137	92	0	36	74	53	772		0	0	0	0

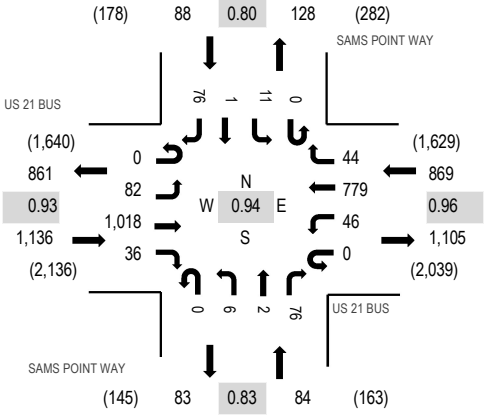
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	3	5	0	0	2	0	0	0	0	2	0	12
Lights	0	354	532	100	0	289	363	165	0	172	613	456	0	208	328	294	3,874
Mediums	0	3	5	1	0	7	3	0	0	0	2	0	0	0	4	1	26
Total	0	357	537	101	0	299	371	165	0	174	615	456	0	208	334	295	3,912

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

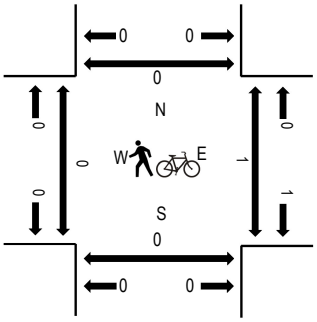
Location: 7 SAMS POINT WAY & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				SAMS POINT WAY Northbound				SAMS POINT WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	26	243	11	0	8	209	9	0	0	1	20	0	2	1	24	554	2,177	0	0	0	0
4:15 PM	0	19	278	10	0	15	198	12	0	0	0	22	0	5	0	18	577	2,167	0	0	0	0
4:30 PM	0	11	251	4	0	13	177	11	0	2	1	11	0	1	0	16	498	2,104	0	0	0	0
4:45 PM	0	26	246	11	0	10	195	12	0	4	0	23	0	3	0	18	548	2,039	0	1	0	0
5:00 PM	0	28	255	9	0	7	185	8	0	4	3	17	0	1	1	26	544	1,929	0	0	0	0
5:15 PM	0	24	226	6	0	12	188	10	0	4	3	21	0	2	1	17	514		0	0	0	0
5:30 PM	0	27	199	10	0	4	147	11	0	1	1	12	0	4	1	16	433		0	0	0	0
5:45 PM	0	25	188	3	0	8	169	11	0	2	3	8	0	1	0	20	438		0	0	0	0

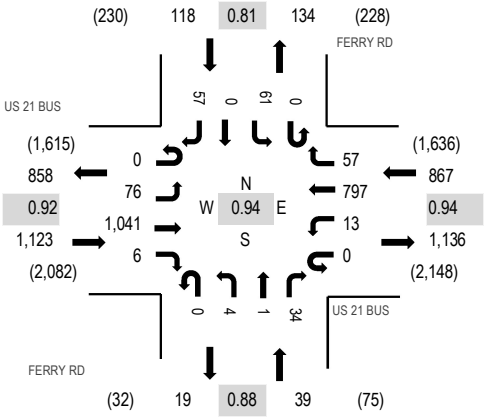
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	6	1	0	0	0	0	0	0	0	1	11
Lights	0	82	1,011	36	0	44	760	42	0	6	2	75	0	11	1	75	2,145
Mediums	0	0	5	0	0	1	13	1	0	0	0	1	0	0	0	0	21
Total	0	82	1,018	36	0	46	779	44	0	6	2	76	0	11	1	76	2,177

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

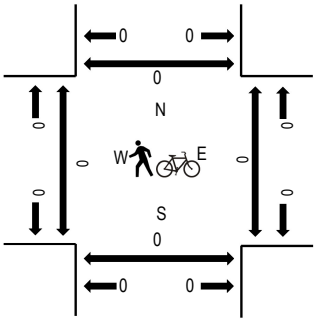
Location: 8 FERRY RD & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				FERRY RD Northbound				FERRY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	258	0	0	2	212	17	0	1	0	8	0	14	0	15	536	2,147	0	0	0	0
4:15 PM	0	30	278	1	0	2	207	13	0	1	0	9	0	18	0	12	571	2,142	0	0	0	0
4:30 PM	0	18	252	4	0	5	177	7	0	1	0	11	0	15	0	15	505	2,067	0	0	0	0
4:45 PM	0	19	253	1	0	4	201	20	0	1	1	6	0	14	0	15	535	1,981	0	0	0	0
5:00 PM	0	18	267	0	0	0	182	12	0	0	0	12	0	25	0	15	531	1,876	0	0	0	1
5:15 PM	0	15	231	0	0	3	201	12	0	1	0	6	0	15	1	11	496		0	0	0	0
5:30 PM	0	8	213	5	0	0	153	11	0	0	0	8	0	11	0	10	419		0	0	0	0
5:45 PM	0	6	195	1	0	2	181	12	0	0	0	9	0	20	1	3	430		0	0	0	0

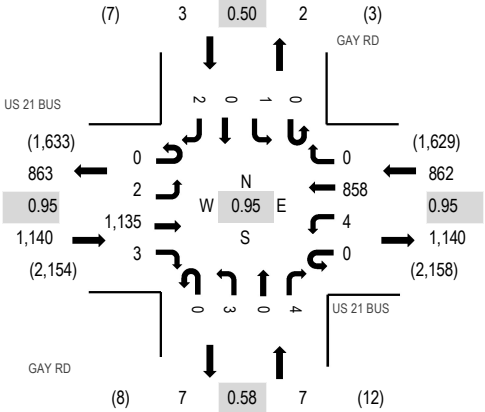
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	10
Lights	0	76	1,033	6	0	13	776	56	0	4	1	34	0	61	0	55	2,115
Mediums	0	0	6	0	0	0	13	1	0	0	0	0	0	0	0	2	22
Total	0	76	1,041	6	0	13	797	57	0	4	1	34	0	61	0	57	2,147

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

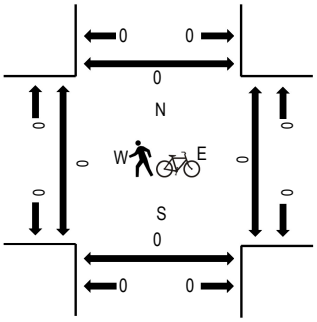
Location: 9 GAY RD & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				GAY RD Northbound				GAY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	279	1	0	0	227	0	0	0	0	2	0	0	0	1	510	2,012	0	0	0	0
4:15 PM	0	1	303	0	0	1	221	0	0	0	0	1	0	0	0	0	527	1,998	0	0	0	0
4:30 PM	0	0	280	2	0	2	187	0	0	1	0	0	0	1	0	1	474	1,941	0	0	0	0
4:45 PM	0	1	273	0	0	1	223	0	0	2	0	1	0	0	0	0	501	1,868	0	0	0	0
5:00 PM	0	0	299	0	0	0	192	0	0	0	0	2	0	1	0	2	496	1,790	0	0	0	1
5:15 PM	0	1	252	1	0	0	215	0	0	0	0	0	0	0	0	1	470		0	0	0	0
5:30 PM	0	0	235	0	0	0	165	0	0	0	0	1	0	0	0	0	401		0	0	0	0
5:45 PM	0	0	226	0	0	0	195	0	0	0	0	2	0	0	0	0	423		0	0	0	0

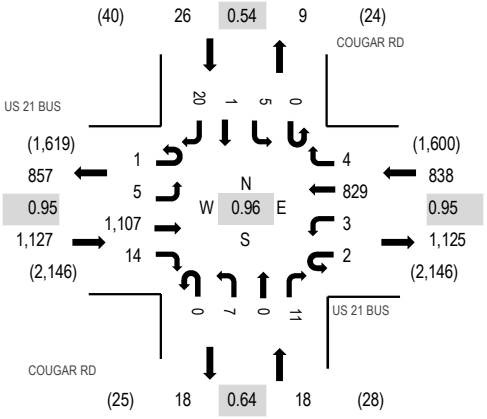
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	10
Lights	0	2	1,127	3	0	4	837	0	0	3	0	4	0	1	0	1	1,982
Mediums	0	0	6	0	0	0	13	0	0	0	0	0	0	0	0	1	20
Total	0	2	1,135	3	0	4	858	0	0	3	0	4	0	1	0	2	2,012

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

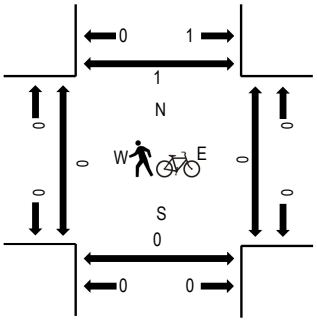
Location: 10 COUGAR RD & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				COUGAR RD Northbound				COUGAR RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	278	0	1	1	217	1	0	0	0	3	0	1	0	11	514	2,009	0	0	0	0
4:15 PM	0	2	295	3	0	0	214	0	0	0	0	2	0	2	1	4	523	1,992	0	0	0	0
4:30 PM	1	0	271	4	1	0	188	0	0	4	0	3	0	0	0	1	473	1,937	0	0	0	0
4:45 PM	0	2	263	7	0	2	210	3	0	3	0	3	0	2	0	4	499	1,875	0	0	0	0
5:00 PM	0	1	299	1	0	0	189	1	0	1	0	0	0	2	0	3	497	1,805	0	0	0	0
5:15 PM	0	1	251	1	0	0	209	1	0	0	0	2	0	2	0	1	468		0	0	0	0
5:30 PM	0	1	236	0	0	2	159	5	0	2	0	1	0	2	0	3	411		0	0	0	0
5:45 PM	0	3	223	2	0	1	193	2	0	1	0	3	0	0	0	1	429		0	0	0	0

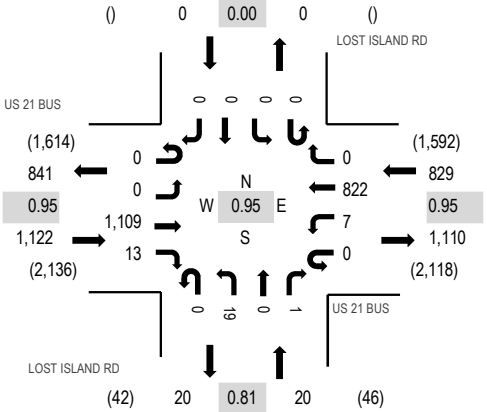
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	9
Lights	1	5	1,099	14	2	3	809	4	0	7	0	11	0	5	1	20	1,981
Mediums	0	0	6	0	0	0	13	0	0	0	0	0	0	0	0	0	19
Total	1	5	1,107	14	2	3	829	4	0	7	0	11	0	5	1	20	2,009

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

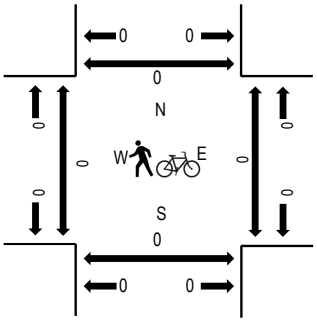
Location: 11 LOST ISLAND RD & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				LOST ISLAND RD Northbound				LOST ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	283	1	0	2	207	0	0	10	0	0	0	0	0	0	503	1,971	0	0	0	0
4:15 PM	0	0	290	5	0	2	216	0	0	3	0	0	0	0	0	0	516	1,965	0	0	0	0
4:30 PM	0	0	269	5	0	1	182	0	0	5	0	1	0	0	0	0	463	1,922	0	0	0	0
4:45 PM	0	0	267	2	0	2	217	0	0	1	0	0	0	0	0	0	489	1,860	0	0	0	0
5:00 PM	0	0	298	2	0	4	187	0	0	5	0	1	0	0	0	0	497	1,803	0	0	0	0
5:15 PM	0	0	255	2	0	2	206	0	0	7	0	1	0	0	0	0	473		0	0	0	0
5:30 PM	0	0	227	2	0	2	162	0	0	6	0	2	0	0	0	0	401		0	0	0	0
5:45 PM	0	0	223	5	0	3	197	0	0	3	0	1	0	0	0	0	432		0	0	0	0

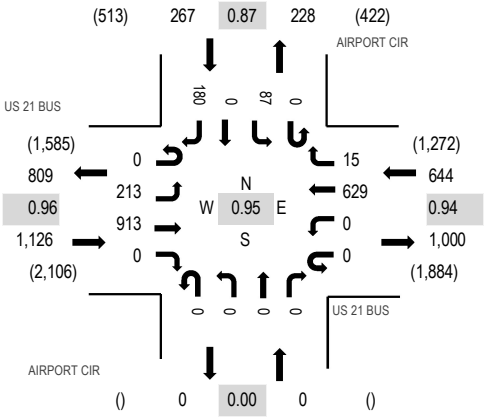
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	11
Lights	0	0	1,101	13	0	7	801	0	0	19	0	1	0	0	0	0	1,942
Mediums	0	0	5	0	0	0	13	0	0	0	0	0	0	0	0	0	18
Total	0	0	1,109	13	0	7	822	0	0	19	0	1	0	0	0	0	1,971

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

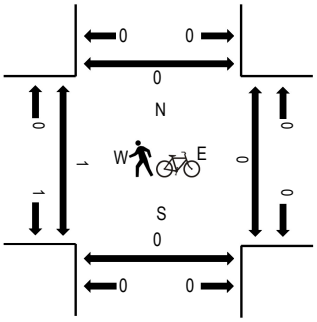
Location: 12 AIRPORT CIR & US 21 BUS PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 BUS Westbound				AIRPORT CIR Northbound				AIRPORT CIR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	43	230	0	0	0	166	3	0	0	0	0	0	22	0	41	505	2,035	0	0	0	0
4:15 PM	0	49	241	0	0	0	176	4	0	0	0	0	0	25	0	42	537	2,037	0	0	0	0
4:30 PM	0	64	209	0	0	0	147	2	0	0	0	0	0	23	0	37	482	1,981	0	0	0	0
4:45 PM	0	55	215	0	0	0	171	7	0	0	0	0	0	16	0	47	511	1,911	0	0	0	0
5:00 PM	0	45	248	0	0	0	135	2	0	0	0	0	0	23	0	54	507	1,856	0	0	0	0
5:15 PM	0	49	207	0	0	0	160	5	0	0	0	0	0	14	0	46	481		0	0	0	0
5:30 PM	0	45	177	0	0	0	132	3	0	0	0	0	0	23	0	32	412		0	0	0	0
5:45 PM	1	42	186	0	0	0	155	4	0	0	0	0	0	25	0	43	456		0	0	0	0

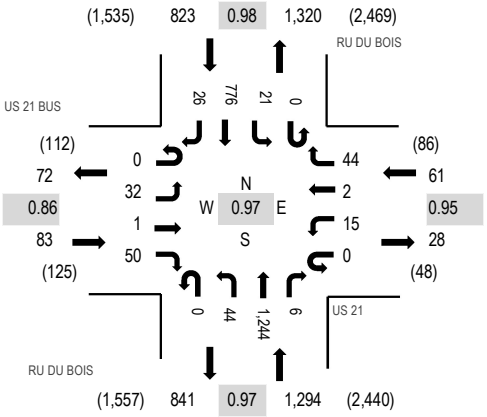
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
Lights	0	213	907	0	0	0	616	15	0	0	0	0	0	87	0	180	2,018
Mediums	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	14
Total	0	213	913	0	0	0	629	15	0	0	0	0	0	87	0	180	2,037

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

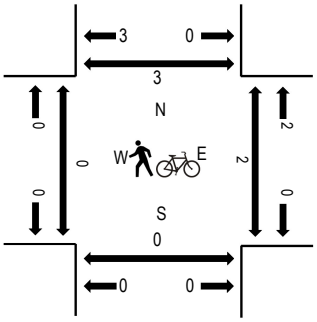
Location: 13 RU DU BOIS & US 21 PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	US 21 BUS Eastbound				US 21 Westbound				RU DU BOIS Northbound				RU DU BOIS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	0	9	0	2	0	11	0	7	307	7	0	5	179	9	539	2,257	0	0	0	0
4:15 PM	0	3	0	16	0	4	0	11	0	22	313	1	0	7	184	6	567	2,261	0	0	0	2
4:30 PM	0	8	1	12	0	3	1	11	0	7	315	3	0	7	195	4	567	2,218	0	0	0	0
4:45 PM	0	8	0	11	0	5	1	10	0	8	330	2	0	5	199	5	584	2,103	0	0	0	0
5:00 PM	0	13	0	11	0	3	0	12	0	7	286	0	0	2	198	11	543	1,929	0	2	0	1
5:15 PM	0	5	0	6	0	2	1	3	0	6	303	2	0	1	189	6	524		0	0	0	0
5:30 PM	0	3	1	6	0	0	0	2	0	1	272	0	0	2	162	3	452		0	2	0	0
5:45 PM	0	1	0	8	0	2	0	2	0	4	237	0	0	2	151	3	410		0	0	0	0

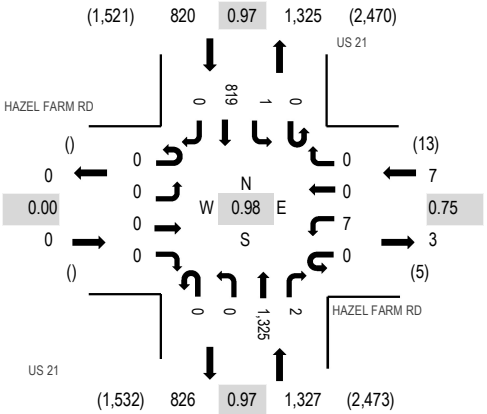
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6
Lights	0	32	1	50	0	15	2	44	0	44	1,241	6	0	21	761	26	2,243
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	10	0	12
Total	0	32	1	50	0	15	2	44	0	44	1,244	6	0	21	776	26	2,261

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

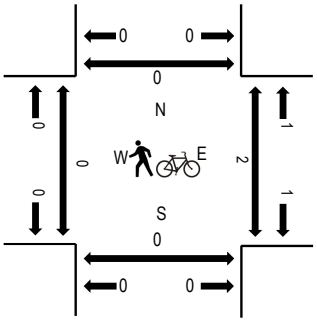
Location: 14 US 21 & HAZEL FARM RD PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	HAZEL FARM RD Eastbound				HAZEL FARM RD Westbound				US 21 Northbound				US 21 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	2	0	0	0	0	317	0	0	1	190	0	510	2,139	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	328	0	0	0	195	0	525	2,154	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	341	0	0	1	210	0	552	2,134	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	340	1	0	0	209	0	552	2,022	0	0	0	0
5:00 PM	0	0	0	0	0	3	0	0	0	0	316	1	0	0	205	0	525	1,868	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	311	0	0	0	192	0	505		0	2	1	0
5:30 PM	0	0	0	0	0	2	0	0	0	0	275	0	0	0	163	0	440		0	2	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	242	1	0	0	155	0	398		0	0	0	0

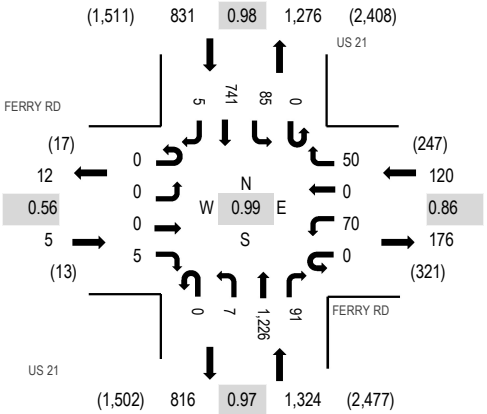
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6
Lights	0	0	0	0	0	7	0	0	0	0	1,322	2	0	1	802	0	2,134
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	12	0	14
Total	0	0	0	0	0	7	0	0	0	0	1,325	2	0	1	819	0	2,154

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

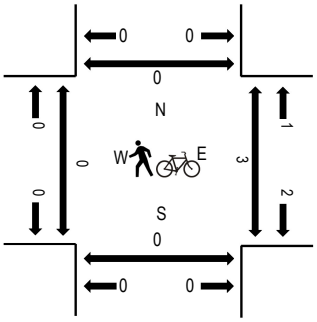
Location: 15 US 21 & FERRY RD PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	FERRY RD Eastbound				FERRY RD Westbound				US 21 Northbound				US 21 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	4	0	18	1	11	0	1	304	17	0	23	165	1	545	2,260	0	0	0	0
4:15 PM	0	0	0	0	0	16	0	12	0	2	302	26	0	24	182	2	566	2,280	0	0	0	0
4:30 PM	0	0	0	4	0	14	0	12	0	1	309	31	0	15	187	3	576	2,257	0	0	0	0
4:45 PM	0	0	0	1	0	23	0	9	0	3	316	16	0	22	183	0	573	2,149	0	0	0	0
5:00 PM	0	0	0	0	0	17	0	17	0	1	299	18	0	24	189	0	565	1,988	0	0	0	0
5:15 PM	0	0	0	1	0	25	0	14	0	1	299	18	0	23	162	0	543		0	2	0	0
5:30 PM	0	1	0	1	0	18	0	11	0	0	262	15	0	21	139	0	468		0	2	0	0
5:45 PM	0	1	0	0	0	22	0	7	0	0	222	14	0	14	131	1	412		0	0	0	0

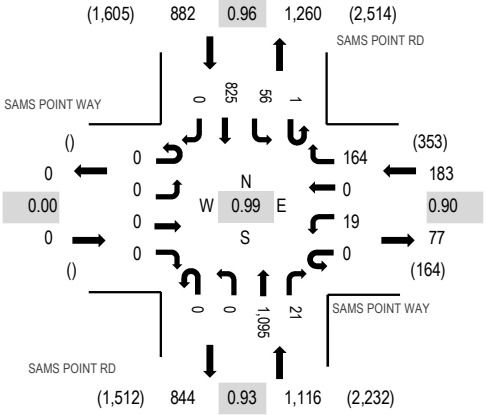
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	5	0	7
Lights	0	0	0	5	0	70	0	49	0	7	1,223	91	0	85	724	5	2,259
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	12	0	14
Total	0	0	0	5	0	70	0	50	0	7	1,226	91	0	85	741	5	2,280

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

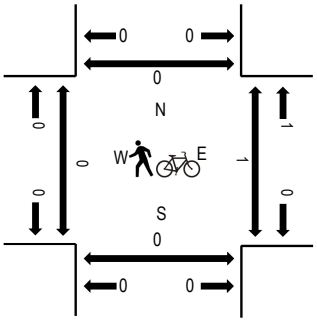
Location: 16 SAMS POINT RD & SAMS POINT WAY PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SAMS POINT WAY Eastbound				SAMS POINT WAY Westbound				SAMS POINT RD Northbound				SAMS POINT RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	4	0	47	0	0	262	7	0	12	218	0	550	2,181	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	50	0	0	276	6	0	13	206	0	552	2,159	0	0	0	0
4:30 PM	0	0	0	0	0	9	0	24	0	0	268	3	0	13	215	0	532	2,140	0	0	0	0
4:45 PM	0	0	0	0	0	5	0	43	0	0	289	5	1	18	186	0	547	2,094	0	0	0	0
5:00 PM	0	0	0	0	0	4	0	38	0	0	290	3	0	15	178	0	528	2,009	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	37	0	0	314	3	0	16	161	0	533		0	0	0	0
5:30 PM	0	0	0	0	0	3	0	43	0	0	251	10	0	19	160	0	486		0	0	0	0
5:45 PM	0	0	0	0	0	3	0	40	0	0	241	4	0	17	157	0	462		0	0	0	0

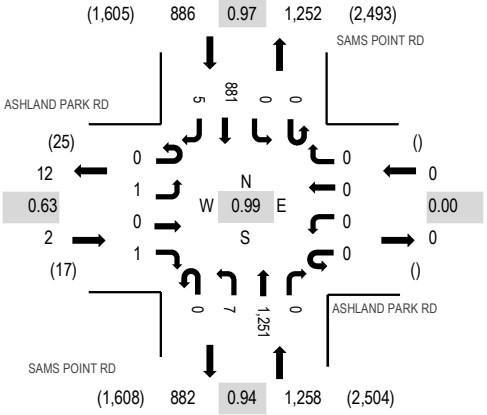
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Lights	0	0	0	0	0	18	0	164	0	0	1,083	21	1	55	818	0	2,160
Mediums	0	0	0	0	0	1	0	0	0	0	10	0	0	1	3	0	15
Total	0	0	0	0	0	19	0	164	0	0	1,095	21	1	56	825	0	2,181

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

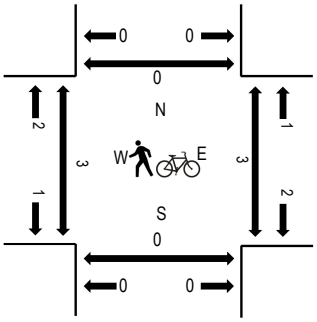
Location: 17 SAMS POINT RD & ASHLAND PARK RD PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ASHLAND PARK RD Eastbound				ASHLAND PARK RD Westbound				SAMS POINT RD Northbound				SAMS POINT RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	0	0	0	0	0	0	1	309	0	0	0	228	1	540	2,146	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	4	319	0	0	0	218	1	543	2,129	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	291	0	0	0	228	1	520	2,109	2	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	2	332	0	0	0	207	2	543	2,065	1	0	0	0
5:00 PM	0	2	0	4	0	0	0	0	0	4	322	0	0	0	190	1	523	1,980	0	0	0	0
5:15 PM	0	1	0	2	0	0	0	0	0	0	347	0	0	0	173	0	523		0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	2	292	0	0	0	181	0	476		0	0	0	0
5:45 PM	0	2	0	3	0	0	0	0	0	4	275	0	0	0	172	2	458		1	0	0	0

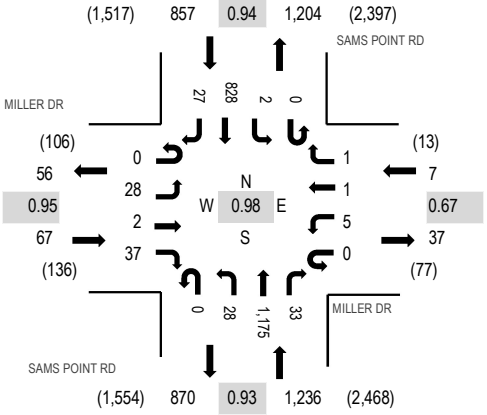
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Lights	0	1	0	1	0	0	0	0	0	7	1,239	0	0	0	871	5	2,124
Mediums	0	0	0	0	0	0	0	0	0	0	10	0	0	0	6	0	16
Total	0	1	0	1	0	0	0	0	0	7	1,251	0	0	0	881	5	2,146

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

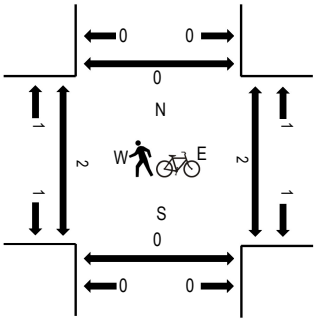
Location: 18 SAMS POINT RD & MILLER DR PM
Date: Tuesday, September 8, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MILLER DR Eastbound				MILLER DR Westbound				SAMS POINT RD Northbound				SAMS POINT RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	7	0	7	0	1	0	0	0	5	293	3	0	2	219	6	543	2,167	0	0	0	0
4:15 PM	0	9	1	9	0	0	0	1	0	7	302	10	0	0	202	10	551	2,144	0	1	0	0
4:30 PM	0	6	1	11	0	2	0	0	0	7	269	11	0	0	211	4	522	2,110	1	0	0	0
4:45 PM	0	6	0	10	0	2	1	0	0	9	311	9	0	0	196	7	551	2,075	1	1	0	0
5:00 PM	0	6	1	12	0	1	0	0	0	6	304	10	0	0	172	8	520	1,967	0	0	0	0
5:15 PM	0	5	0	12	0	2	0	0	0	5	329	12	0	1	147	4	517		0	0	0	0
5:30 PM	0	7	2	5	0	1	0	0	0	12	274	7	0	0	174	5	487		0	0	0	0
5:45 PM	0	8	2	9	0	2	0	0	0	8	260	5	0	0	147	2	443		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Lights	0	28	2	37	0	5	1	1	0	28	1,163	33	0	2	819	27	2,146
Mediums	0	0	0	0	0	0	0	0	0	0	12	0	0	0	5	0	17
Total	0	28	2	37	0	5	1	1	0	28	1,175	33	0	2	828	27	2,167

APPENDIX B

VOLUME DEVELOPMENT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Meridian Road

TRAFFIC CONTROL (NoBuild/Build): Unsignalized/Signalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**45**	**0**	**26**	**0**	**0**	**1**	**41**	**1003**	**2**	**1**	**540**	**31**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	4	0	2	0	0	0	3	83	0	0	45	3
Wendy's Fast Food								11			12	
Harris Teeter								24			36	
The Village at Oyster Bluff								10			8	
Marina Village								3			3	
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								10			3	
Total	0	0	0	0	0	0	0	60	0	0	64	0
2024 NO-BUILD TRAFFIC VOLUMES	**49**	**0**	**28**	**0**	**0**	**1**	**44**	**1,146**	**2**	**1**	**649**	**34**
Redistributed Trips 3							19					
Redistributed Trips 1,2,4,5	0		0				0	0			0	0
2024 TRAFFIC VOLUMES 3	**49**	**0**	**28**	**0**	**0**	**1**	**63**	**1,146**	**2**	**1**	**649**	**34**
2024 TRAFFIC VOLUMES 1,2,4,5	**49**	**0**	**28**	**0**	**0**	**1**	**44**	**1,146**	**2**	**1**	**649**	**34**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	10	0	6	0	0	0	9	221	0	0	119	7
White Hall Plantation	26		23				10	4			13	5
Upper Cane Residential												
Total	26	0	23	0	0	0	10	4	0	0	13	5
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**85**	**0**	**57**	**0**	**0**	**1**	**63**	**1,371**	**2**	**1**	**781**	**46**
Redistributed Trips 3							20					
Redistributed Trips 1,2,4,5	0		0				0	0			0	0
2044 TRAFFIC VOLUMES Alternative 3	**85**	**0**	**57**	**0**	**0**	**1**	**83**	**1,371**	**2**	**1**	**781**	**46**
2044 TRAFFIC VOLUMES 1,2,4,5	**85**	**0**	**57**	**0**	**0**	**1**	**63**	**1,371**	**2**	**1**	**781**	**46**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**33**	**8**	**30**	**3**	**0**	**3**	**33**	**699**	**2**	**0**	**923**	**57**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	0	1	0	0	0	1	28	0	0	37	2
Wendy's Fast Food								9			10	
Harris Teeter								51			52	
The Village at Oyster Bluff								15			12	
Marina Village								7			7	
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								6			10	
Total	1	0	1	0	0	0	1	118	0	0	130	2
2024 NO-BUILD TRAFFIC VOLUMES	**36**	**9**	**32**	**3**	**0**	**3**	**36**	**846**	**2**	**0**	**1,091**	**62**
Redistributed Trips 3	0		0				24	0			0	0
Redistributed Trips 1,2,4,5	0		0				0	0			0	0
2024 TRAFFIC VOLUMES 3	**36**	**9**	**32**	**3**	**0**	**3**	**60**	**846**	**2**	**0**	**1,091**	**62**
2024 TRAFFIC VOLUMES 1,2,4,5	**36**	**9**	**32**	**3**	**0**	**3**	**36**	**846**	**2**	**0**	**1,091**	**62**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	7	2	7	1	0	1	7	154	0	0	203	13
White Hall Plantation	26		16				41				9	41
Upper Cane Development								41			9	21
Total	26	0	16	0	0	0	41	41	0	0	18	62
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**68**	**10**	**54**	**4**	**0**	**4**	**83**	**1,012**	**3**	**0**	**1,275**	**134**
Redistributed Trips 3	0		0				19	0			0	0
Redistributed Trips 1,2,4,5	0		0				0	0			0	0
2044 TRAFFIC VOLUMES 3	**68**	**10**	**54**	**4**	**0**	**4**	**102**	**1,012**	**3**	**0**	**1,275**	**134**
2044 TRAFFIC VOLUMES 1,2,4,5	**68**	**10**	**54**	**4**	**0**	**4**	**83**	**1,012**	**3**	**0**	**1,275**	**134**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Beaufort High School

TRAFFIC CONTROL (NoBuild/Build): Signalized/Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**28**	**0**	**33**	**0**	**0**	**1**	**106**	**1029**	**0**	**0**	**502**	**49**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	2	0	3	0	0	0	9	85	0	0	42	4
Wendy's Fast Food								11			12	
Harris Teeter								24			36	
The Village at Oyster Bluff								10			8	
Marina Village								5			5	
Mini-Warehouse (Old Movie Theater)	1		2				2					1
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								10			3	
Total	1	0	2	0	0	0	2	61	0	0	65	1
2024 NO-BUILD TRAFFIC VOLUMES	**31**	**0**	**38**	**0**	**0**	**1**	**117**	**1,175**	**0**	**0**	**609**	**54**
Build Alternative 3	-35		-41				-132	54			19	
Build Alternative 1,2,4,5	-35		-41				-132	54			0	
2024 BUILD TRAFFIC VOLUMES Build Alternative 3	**-4**	**0**	**-3**	**0**	**0**	**1**	**-15**	**1,229**	**0**	**0**	**628**	**54**
2024 BUILD TRAFFIC VOLUMES Build Alternative 1,2,4,5	**-4**	**0**	**-3**	**0**	**0**	**1**	**-15**	**1,229**	**0**	**0**	**609**	**54**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	6	0	7	0	0	0	23	227	0	0	111	11
White Hall Plantation							0	10			36	
Upper Cane Development								63			21	
Total	0	0	0	0	0	0	0	73	0	0	36	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**37**	**0**	**45**	**0**	**0**	**1**	**140**	**1,475**	**0**	**0**	**755**	**65**
Redistributed Trips	-35		-41				-140	55			0	
2044 TRAFFIC VOLUMES	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**1,530**	**0**	**0**	**755**	**65**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**31**	**0**	**35**	**2**	**0**	**2**	**17**	**740**	**5**	**7**	**938**	**15**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	0	1	0	0	0	1	30	0	0	38	1
Wendy's Fast Food								9			10	
Harris Teeter								51			52	
The Village at Oyster Bluff								15			12	
Marina Village								13			13	
Packing Shed												
Mini-Warehouse (Old Movie Theater)	1		2				2					1
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								6			10	
Total	1	0	2	0	0	0	2	95	0	0	98	1
2024 NO-BUILD TRAFFIC VOLUMES	**33**	**0**	**38**	**2**	**0**	**2**	**20**	**865**	**5**	**7**	**1,074**	**17**
Redistributed Trips Alternate 3	-50	-1	-46				-25	74	1		24	
2024 BUILD TRAFFIC VOLUMES	**-17**	**-1**	**-8**	**2**	**0**	**2**	**-5**	**939**	**6**	**7**	**1,098**	**17**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	7	0	8	0	0	0	4	163	1	2	207	3
White Hall Plantation								41			25	
Upper Cane Development								41			71	
Total	0	0	0	0	0	0	0	82	0	0	96	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**40**	**0**	**46**	**3**	**0**	**3**	**23**	**1,110**	**6**	**9**	**1,377**	**20**
Redistributed Trips Alternate 3	-50	-1	-46				-25	78	1		25	
2044 TRAFFIC VOLUMES	**-10**	**-1**	**0**	**3**	**0**	**3**	**-2**	**1,188**	**7**	**9**	**1,402**	**20**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Sunset Boulevard

TRAFFIC CONTROL (NoBuild/Build): Unsignalized/Signalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**2**	**1**	**18**	**8**	**1**	**138**	**19**	**1001**	**9**	**54**	**469**	**9**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	1	1	0	11	2	83	1	4	39	1
Wendy's Fast Food								11			12	
Harris Teeter								24			36	
The Village at Oyster Bluff								10			8	
Marina Village				9		2		3	8	2	3	
Packing Shed								2			2	
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								10			3	
Total	0	0	0	9	0	2	0	62	8	2	66	0
2024 NO-BUILD TRAFFIC VOLUMES	**2**	**1**	**19**	**18**	**1**	**151**	**21**	**1,146**	**18**	**60**	**574**	**10**
Redistributed Trips Alternate 3	-2	-1	3	-18	-1	169	0	-97	153	-60	60	
Redistributed Trips Alternate 1,2,4,5	0		0			150	0	-100		75	0	
Redistributed Trips Alternate 1	0		0			150	0	-100		75	0	
2024 BUILD TRAFFIC VOLUMES Alternate 3	**0**	**0**	**22**	**0**	**0**	**320**	**21**	**1,049**	**171**	**0**	**634**	**10**
2024 BUILD TRAFFIC VOLUMES Alternate 1, 2,4,5	**2**	**1**	**19**	**18**	**1**	**301**	**21**	**1,046**	**18**	**135**	**574**	**10**
2024 BUILD TRAFFIC VOLUMES Alternate 1	**2**	**1**	**19**	**18**	**1**	**301**	**21**	**1,046**	**18**	**135**	**574**	**10**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	0	4	2	0	30	4	220	2	12	103	2
White Hall Plantation								10			36	
Upper Cane Development								63			21	
Total	0	0	0	0	0	0	0	73	0	0	57	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**3**	**1**	**23**	**19**	**1**	**182**	**25**	**1,439**	**20**	**72**	**734**	**12**
Redistributed Trips Alternate 3	-3	-1	4	-19	-1	170	0	-100		-72	72	
Redistributed Trips Alternate 2,4,5						150	0	-100		75	0	
Redistributed Trips Alternate 1						150	0	-100		75	0	
2044 TRAFFIC VOLUMES Alternate 3	**0**	**0**	**27**	**0**	**0**	**352**	**25**	**1,339**	**20**	**0**	**806**	**12**
2044 TRAFFIC VOLUMES Alternate 2,4,5	**3**	**1**	**23**	**19**	**1**	**332**	**25**	**1,339**	**20**	**147**	**734**	**12**
2044 TRAFFIC VOLUMES Alternate 1	**3**	**1**	**23**	**19**	**1**	**332**	**25**	**1,339**	**20**	**147**	**734**	**12**

PM PEAK HOUR (4:15-5:15 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**7**	**0**	**36**	**3**	**1**	**55**	**17**	**677**	**24**	**122**	**843**	**16**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	1	0	0	2	1	27	1	5	34	1
Wendy's Fast Food								9			10	
Harris Teeter								51			52	
The Village at Oyster Bluff								15			12	
Marina Village				20		5		8	21	5	8	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								2			2	
Mayfair Court Mini-Warehouse												
Miller Drive Development								6			10	
Total	0	0	0	20	0	5	0	91	21	5	94	0
2024 NO-BUILD TRAFFIC VOLUMES	**7**	**0**	**37**	**23**	**1**	**62**	**18**	**795**	**46**	**132**	**971**	**17**
Redistributed Trips Alternative 3	-7		7	-23	-1	124	0	-75	242	-132	132	
Redistributed Trips Alternate 2,4,5	0		0			100	0	-75		100	0	
Redistributed Trips Alternate 1	0		0			100	0	-75		100	0	
2024 BUILD TRAFFIC VOLUMES Alternate 3	**0**	**0**	**44**	**0**	**0**	**186**	**18**	**720**	**288**	**0**	**1,103**	**17**
2024 BUILD TRAFFIC VOLUMES Alternate 2,4,5	**7**	**0**	**37**	**23**	**1**	**162**	**18**	**720**	**46**	**232**	**971**	**17**
2024 BUILD TRAFFIC VOLUMES Alternate 1	**7**	**0**	**37**	**23**	**1**	**162**	**18**	**720**	**46**	**232**	**971**	**17**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	2	0	8	1	0	12	4	149	5	27	186	4
White Hall Plantation								41			25	
Upper Cane Development								41			71	
Total	0	0	0	0	0	0	0	82	0	0	96	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**9**	**0**	**45**	**24**	**1**	**74**	**21**	**1,027**	**51**	**159**	**1,253**	**20**
Redistributed Trips Alternative 3	19		-3	-24	-1	125	0	-75		-159	159	-27
Redistributed Trips Alternate 2,4						100	0	-75		100	0	
Redistributed Trips Alternate 1						100	0	-75		100	0	
2044 TRAFFIC VOLUMES Alternate 3	**28**	**0**	**42**	**0**	**0**	**199**	**21**	**952**	**51**	**0**	**1,412**	**-7**
2044 TRAFFIC VOLUMES Alternate 2,4	**9**	**0**	**45**	**24**	**1**	**174**	**21**	**952**	**51**	**259**	**1,253**	**20**
2044 TRAFFIC VOLUMES Alternate 1	**9**	**0**	**45**	**24**	**1**	**174**	**21**	**952**	**51**	**259**	**1,253**	**20**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Youmans Drive

TRAFFIC CONTROL: Unsignalized
DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**8**	**1**	**73**	**0**	**1**	**3**	**132**	**1046**	**8**	**4**	**479**	**6**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	0	6	0	0	0	11	87	1	0	40	0
Wendy's Fast Food								11			12	
Harris Teeter								24			36	
The Village at Oyster Bluff								10			8	
Marina Village								11			12	
Mini-Warehouse (Old Movie Theater)								2			2	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								10			3	
Total	0	0	0	0	0	0	0	69	0	0	74	0
2024 NO-BUILD TRAFFIC VOLUMES	**9**	**1**	**79**	**0**	**1**	**3**	**143**	**1,202**	**9**	**4**	**593**	**6**
Redistributed Trips Alternate 1,2,4	-9	-1	10				-84	-150		0	-100	
Redistributed Trips Alternate 3	-9	-1	10				-84	-150		138	-100	
Redistributed Trips Alternate 5							-95	-150		0	-100	
2024 BUILD TRAFFIC VOLUMES Alternate 1,2,4	**0**	**0**	**89**	**0**	**1**	**3**	**59**	**1,052**	**9**	**4**	**493**	**6**
2024 BUILD TRAFFIC VOLUMES Alternate 3	**0**	**0**	**89**	**0**	**1**	**3**	**59**	**1,052**	**9**	**142**	**493**	**6**
2024 BUILD TRAFFIC VOLUMES Alternate 5	**9**	**1**	**79**	**0**	**1**	**3**	**48**	**1,052**	**9**	**4**	**493**	**6**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	2	0	16	0	0	1	29	230	2	1	105	1
White Hall Plantation								10			36	
Upper Cane Development								63			21	
Total	0	0	0	0	0	0	0	73	0	0	57	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**10**	**1**	**95**	**0**	**1**	**4**	**172**	**1,505**	**10**	**5**	**755**	**8**
Redistributed Trips Alternate 1,2,4	-10	-1	11				-115	-150	1	0	-100	
Redistributed Trips Alternate 3	0	0	0		0	0	-115	-150	1	147	-100	
Redistributed Trips Alternate 5	0						-115	-150	0		-100	
2044 TRAFFIC VOLUMES Alternate 1,2,4	**0**	**0**	**106**	**0**	**1**	**4**	**57**	**1,355**	**11**	**5**	**655**	**8**
2024 BUILD TRAFFIC VOLUMES Alternate 3	**10**	**1**	**95**	**0**	**1**	**4**	**57**	**1,355**	**11**	**152**	**655**	**8**
2044 TRAFFIC VOLUMES Alternate 5	**10**	**1**	**95**	**0**	**1**	**4**	**57**	**1,355**	**10**	**5**	**655**	**8**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**5**	**0**	**63**	**2**	**0**	**7**	**73**	**751**	**4**	**3**	**884**	**11**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	3	0	0	0	3	30	0	0	36	0
Wendy's Fast Food								9			10	
Harris Teeter								51			52	
The Village at Oyster Bluff								15			12	
Marina Village								29			28	
Mini-Warehouse (Old Movie Theater)								2			2	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								6			10	
Total	0	0	0	0	0	0	0	113	0	0	115	0
2024 NO-BUILD TRAFFIC VOLUMES	**5**	**0**	**66**	**2**	**0**	**7**	**76**	**894**	**4**	**3**	**1,035**	**11**
Redistributed Trips Alternate 1,2,4	-5		5				-17	-100		0	-75	
Redistributed Trips Alternate 3	-5		5	-2		2	-17	-100		268	-75	
Redistributed Trips Alternate 5							-51	-100			-75	
2024 BUILD TRAFFIC VOLUMES Alternate 1,2,4	**0**	**0**	**71**	**2**	**0**	**7**	**59**	**794**	**4**	**3**	**960**	**11**
2024 BUILD TRAFFIC VOLUMES Alternate 3	**0**	**0**	**71**	**0**	**0**	**9**	**59**	**794**	**4**	**274**	**960**	**11**
2024 BUILD TRAFFIC VOLUMES Alternate 5	**5**	**0**	**66**	**2**	**0**	**7**	**25**	**794**	**4**	**3**	**960**	**11**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	1	0	14	0	0	2	16	165	1	1	195	2
White Hall Plantation								41			25	
Upper Cane Development								41			71	
Total	0	0	0	0	0	0	0	82	0	0	96	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**6**	**0**	**80**	**2**	**0**	**9**	**92**	**1,141**	**5**	**4**	**1,326**	**13**
Redistributed Trips Alternate 1,2,4	-6		6				-102	-100		0	-75	
Redistributed Trips Alternate 3	-6		6				-61	-100		259	-75	
Redistributed Trips Alternate 5							-61	-100			-75	
2044 TRAFFIC VOLUMES Alternate 1,2,4	**0**	**0**	**86**	**2**	**0**	**9**	**-10**	**1,041**	**5**	**4**	**1,251**	**13**
2044 TRAFFIC VOLUMES Alternate 3	**0**	**0**	**86**	**2**	**0**	**9**	**31**	**1,041**	**5**	**263**	**1,251**	**13**
2044 TRAFFIC VOLUMES Alternate 5	**6**	**0**	**80**	**2**	**0**	**9**	**31**	**1,041**	**5**	**4**	**1,251**	**13**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Professional Village Circle

TRAFFIC CONTROL: Unsignalized
DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**0**	**0**	**0**	**10**	**0**	**24**	**0**	**1158**	**44**	**34**	**517**	**0**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	1	0	2	0	96	4	3	43	0
Wendy's Fast Food								11			12	
Harris Teeter								24			36	
The Village at Oyster Bluff								10			8	
Marina Village								11			12	
Mini-Warehouse (Old Movie Theater)								2			2	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								10			3	
Total	0	0	0	0	0	0	0	69	0	0	74	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**11**	**0**	**26**	**0**	**1,323**	**48**	**37**	**634**	**0**
Redistributed Trips Alternate 5				0		0		-195		0	-100	
Redistributed Trips Alternate 1,2,4				-11		11		-195		10	-100	
Redistributed Trips Alternate 3				-11		11		-195		10	-100	
2024 BUILD TRAFFIC VOLUMES Alternate 5	**0**	**0**	**0**	**11**	**0**	**26**	**0**	**1,128**	**48**	**37**	**534**	**0**
2024 BUILD TRAFFIC VOLUMES Alternate 1,2,4	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**1,128**	**48**	**47**	**534**	**0**
2024 BUILD TRAFFIC VOLUMES Alternate 3	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**1,128**	**48**	**47**	**534**	**0**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	0	0	2	0	5	0	255	10	7	114	0
White Hall Plantation								10			36	
Upper Cane Development								63			21	
Total	0	0	0	0	0	0	0	73	0	0	57	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**13**	**0**	**31**	**0**	**1,651**	**58**	**44**	**805**	**0**
Redistributed Trips Alternate 1,5				0		0		-215		0	-100	
Redistributed Trips Alternate 2,4				-13		13		-215		11	-100	
Redistributed Trips Alternate 3				-13		13		-215		11	-100	
2044 TRAFFIC VOLUMES Alternate 5	**0**	**0**	**0**	**13**	**0**	**31**	**0**	**1,436**	**58**	**44**	**705**	**0**
2044 TRAFFIC VOLUMES Alternate 1,2,4	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**1,436**	**58**	**55**	**705**	**0**
2044 TRAFFIC VOLUMES Alternate 3	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**1,436**	**58**	**55**	**705**	**0**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**0**	**0**	**0**	**33**	**0**	**42**	**0**	**815**	**47**	**24**	**956**	**0**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	1	0	2	0	33	2	1	39	0
Wendy's Fast Food								9			10	
Harris Teeter								51			52	
The Village at Oyster Bluff								15			12	
Marina Village								29			28	
Mini-Warehouse (Old Movie Theater)								2			2	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								6			10	
Total	0	0	0	0	0	0	0	113	0	0	115	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**34**	**0**	**44**	**0**	**961**	**49**	**25**	**1,110**	**0**
Redistributed Trips Alternate 1,2,3,4				-34		34		-126			-75	
Redistributed Trips Alternate 5								-126			-75	
2024 BUILD TRAFFIC VOLUMES Alternate 2,3,4	**0**	**0**	**0**	**0**	**0**	**78**	**0**	**835**	**49**	**25**	**1,035**	**0**
2024 BUILD TRAFFIC VOLUMES Alternate 5	**0**	**0**	**0**	**34**	**0**	**44**	**0**	**835**	**49**	**25**	**1,035**	**0**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	0	0	7	0	9	0	179	10	5	211	0
White Hall Plantation								41			25	
Upper Cane Development								41			71	
Total	0	0	0	0	0	0	0	82	0	0	96	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**41**	**0**	**53**	**0**	**1,222**	**59**	**30**	**1,417**	**0**
Redistributed Trips Alternate 3				-41		41		-136			-75	
Redistributed Trips Alternate 1,2,4,5								-136			-75	
2044 TRAFFIC VOLUMES Alternate 3-4	**0**	**0**	**0**	**0**	**0**	**94**	**0**	**1,086**	**59**	**30**	**1,342**	**0**
2044 TRAFFIC VOLUMES Alternate 1,2,5	**0**	**0**	**0**	**41**	**0**	**53**	**0**	**1,086**	**59**	**30**	**1,342**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & SC 802 (Sams Point Road)

TRAFFIC CONTROL: Signalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**94**	**309**	**270**	**155**	**678**	**675**	**401**	**496**	**91**	**183**	**254**	**75**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	8	26	22	13	56	56	33	41	8	15	21	6
Wendy's Fast Food			8	4			7	11	4		12	
Harris Teeter		37	9	4	4	4	25	20		27	9	
The Village at Oyster Bluff	0	23	0	15	34	10	0	0	12	8	0	0
Marina Village	3					4		4		5	4	3
Mini-Warehouse (Old Movie Theater)	1							1			1	1
Mayfair Court Mini-Warehouse		1		1	1	1			1	1		
Miller Drive Development		3		4	10	10			1	3		
Total	4	64	17	28	49	29	32	36	18	44	26	4
2024 NO-BUILD TRAFFIC VOLUMES	**106**	**399**	**309**	**196**	**783**	**760**	**466**	**573**	**117**	**242**	**301**	**85**
Redistributed Trips Alternate 1	-95		-255			-150	-354			-100		
Redistributed Trips Alternate 2-3	-95		-255			-150	-354			-100		
Redistributed Trips Alternate 4	-95		-255			-150	-354			-100		
2024 BUILD TRAFFIC VOLUMES Alternate 1	**11**	**399**	**54**	**196**	**783**	**610**	**112**	**573**	**117**	**142**	**301**	**85**
2024 BUILD TRAFFIC VOLUMES Alternate 2-3	**11**	**399**	**54**	**196**	**783**	**610**	**112**	**573**	**117**	**142**	**301**	**85**
2024 BUILD TRAFFIC VOLUMES Alternate 4-5	**11**	**399**	**54**	**196**	**783**	**610**	**112**	**573**	**117**	**142**	**301**	**85**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	21	68	59	34	149	149	88	109	20	40	56	17
White Hall Plantation	6		0	0		1		3		4	11	21
Upper Cane Development	63	9	36		3		12					21
Total	69	9	36	0	3	1	12	3	0	4	11	42
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**196**	**476**	**404**	**230**	**935**	**910**	**566**	**685**	**137**	**286**	**368**	**144**
Redistributed Trips Alternate 1	-115		-255			-150	-354			-100		
Redistributed Trips Alternate 2-3	-115		-255			-150	-354			-100		
Redistributed Trips Alternate 4	-115		-255			-150	-354			-100		
2044 TRAFFIC VOLUMES Alternate 1	**81**	**476**	**149**	**230**	**935**	**760**	**212**	**685**	**137**	**186**	**368**	**144**
2044 TRAFFIC VOLUMES Alternate 2-3	**81**	**476**	**149**	**230**	**935**	**760**	**212**	**685**	**137**	**186**	**368**	**144**
2044 TRAFFIC VOLUMES Alternate 4	**81**	**476**	**149**	**230**	**935**	**760**	**212**	**685**	**137**	**186**	**368**	**144**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**174**	**615**	**456**	**208**	**334**	**295**	**289**	**371**	**165**	**357**	**537**	**101**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	7	25	19	8	14	12	12	15	7	14	22	4
Wendy's Fast Food			7	4			6	9	3		10	
Harris Teeter		53	13	8	10	8	53	43		39	13	
The Village at Oyster Bluff	0	39	0	15	50	23	0	0	18	12	0	0
Marina Village	7					11		11		11	10	7
Mini-Warehouse (Old Movie Theater)	1							1		1	1	
Mayfair Court Mini-Warehouse		1		1	1	1			1	1		
Miller Drive Development		10		2	6	6			4	10		
Total	8	103	20	30	67	49	59	64	26	74	34	7
2024 NO-BUILD TRAFFIC VOLUMES	**189**	**743**	**495**	**246**	**415**	**356**	**360**	**450**	**198**	**445**	**593**	**112**
Redistributed Trips Alternate 1	-51		-361			-100	-375			-75		
Redistributed Trips Alternate 2-3	-51		-361			-100	-375			-75		
Redistributed Trips Alternate 4-5	-51		-361			-100	-375			-75		
2024 BUILD TRAFFIC VOLUMES Alternate 1	**138**	**743**	**134**	**246**	**415**	**256**	**-15**	**450**	**198**	**370**	**593**	**112**
2024 BUILD TRAFFIC VOLUMES Alternate 2-3	**138**	**743**	**134**	**246**	**415**	**256**	**-15**	**450**	**198**	**370**	**593**	**112**
2024 BUILD TRAFFIC VOLUMES Alternate 4-5	**138**	**743**	**134**	**246**	**415**	**256**	**-15**	**450**	**198**	**370**	**593**	**112**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	38	135	100	46	74	65	64	82	36	79	118	22
White Hall Plantation	25					4		12		2	8	15
Upper Cane Development	41	6	24		10		40					71
Total	66	6	24	0	10	4	40	12	0	2	8	86
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**293**	**884**	**619**	**292**	**499**	**425**	**464**	**544**	**234**	**526**	**719**	**220**
Redistributed Trips Alternate 1	-61		-361			-100	-375			-75		
Redistributed Trips Alternate 2-3	-61		-361			-100	-375			-75		
Redistributed Trips Alternate 4	-61		-361			-100	-375			-75		
2044 TRAFFIC VOLUMES Alternate 1	**232**	**884**	**258**	**292**	**499**	**325**	**89**	**544**	**234**	**451**	**719**	**220**
2044 TRAFFIC VOLUMES Alternate 2-3	**232**	**884**	**258**	**292**	**499**	**325**	**89**	**544**	**234**	**451**	**719**	**220**
2044 TRAFFIC VOLUMES Alternate 4	**232**	**884**	**258**	**292**	**499**	**325**	**89**	**544**	**234**	**451**	**719**	**220**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Sams Point Way

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**0**	**4**	**10**	**23**	**1**	**128**	**63**	**879**	**47**	**83**	**540**	**12**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	1	2	0	11	5	73	4	7	45	1
Wendy's Fast Food								12			11	
Harris Teeter				21		2		27	10	18	4	
The Village at Oyster Bluff								12			15	
Marina Village								4			4	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								1			4	
Total	0	0	0	21	0	2	0	58	10	18	40	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**4**	**11**	**46**	**1**	**141**	**68**	**1,010**	**61**	**108**	**625**	**13**
Redistributed Trips Alternate 1-5								-354			-255	
2024 BUILD TRAFFIC VOLUMES Alternate 1-5	**0**	**4**	**11**	**46**	**1**	**141**	**68**	**656**	**61**	**108**	**370**	**13**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	1	2	5	0	28	14	194	10	18	119	3
White Hall Plantation								3			11	
Upper Cane Development								12			36	
Total	0	0	0	0	0	0	0	15	0	0	47	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**0**	**5**	**13**	**51**	**1**	**169**	**82**	**1,219**	**71**	**126**	**791**	**16**
Redistributed Trips Alternate 1-5								-354			-255	
2044 TRAFFIC VOLUMES Alternate 1-5	**0**	**5**	**13**	**51**	**1**	**169**	**82**	**865**	**71**	**126**	**536**	**16**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**6**	**2**	**76**	**11**	**1**	**76**	**76**	**779**	**44**	**82**	**1018**	**36**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	3	0	0	3	3	32	2	3	41	1
Wendy's Fast Food								10			9	
Harris Teeter				43		6		39	14	26	8	
The Village at Oyster Bluff								18			23	
Marina Village								11			10	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								4			2	
Total	0	0	0	43	0	6	0	84	14	26	54	0
2024 NO-BUILD TRAFFIC VOLUMES	**6**	**2**	**79**	**54**	**1**	**85**	**79**	**895**	**60**	**111**	**1,113**	**37**
Redistributed Trips Alternate 1-5	-12							-375			-361	
2024 BUILD TRAFFIC VOLUMES Alternate 1-3	**-6**	**2**	**79**	**54**	**1**	**85**	**79**	**520**	**60**	**111**	**752**	**37**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	1	0	17	2	0	17	17	172	10	18	224	8
White Hall Plantation								12			8	
Upper Cane Development								40			24	
Total	0	0	0	0	0	0	0	52	0	0	32	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**7**	**2**	**96**	**56**	**1**	**102**	**96**	**1,119**	**70**	**129**	**1,369**	**45**
Redistributed Trips Alternate 1-5								-375			-361	
2044 TRAFFIC VOLUMES Alternate 1-5	**7**	**2**	**96**	**56**	**1**	**102**	**96**	**744**	**70**	**129**	**1,008**	**45**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Ferry Drive

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**2**	**0**	**13**	**56**	**0**	**21**	**44**	**998**	**37**	**23**	**565**	**4**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	1	5	0	2	4	83	3	2	47	0
Wendy's Fast Food								12			11	
Harris Teeter								37			25	
The Village at Oyster Bluff								12			15	
Marina Village								4			4	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								1			4	
Total	0	0	0	0	0	0	0	68	0	0	61	0
2024 NO-BUILD TRAFFIC VOLUMES	**2**	**0**	**14**	**61**	**0**	**23**	**48**	**1,149**	**40**	**25**	**673**	**4**
Redistributed Trips Alternate 1-5							-55	-354			-255	
2024 BUILD TRAFFIC VOLUMES Alternate 1-5	**2**	**0**	**14**	**61**	**0**	**23**	**-7**	**795**	**40**	**25**	**418**	**4**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	0	3	12	0	5	10	220	8	5	124	1
White Hall Plantation								3			11	
Upper Cane Development								12			36	
Total	0	0	0	0	0	0	0	15	0	0	47	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**2**	**0**	**17**	**73**	**0**	**28**	**58**	**1,384**	**48**	**30**	**844**	**5**
Redistributed Trips Alternate 1-3							-55	-354			-255	
Redistributed Trips Alternate 4							-55	-149			-255	
2044 TRAFFIC VOLUMES Alternate 1-3	**2**	**0**	**17**	**73**	**0**	**28**	**3**	**1,030**	**48**	**30**	**589**	**5**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**4**	**1**	**34**	**61**	**0**	**57**	**13**	**797**	**57**	**76**	**1041**	**6**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	1	2	0	2	1	32	2	3	42	0
Wendy's Fast Food								10			9	
Harris Teeter								53			51	
The Village at Oyster Bluff								18			23	
Marina Village								11			10	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								4			2	
Total	0	0	0	0	0	0	0	98	0	0	97	0
2024 NO-BUILD TRAFFIC VOLUMES	**4**	**1**	**35**	**63**	**0**	**59**	**14**	**927**	**59**	**79**	**1,180**	**6**
Redistributed Trips Alternate 1-3							-10	-375			-361	
2024 BUILD TRAFFIC VOLUMES Alternate 1-3	**4**	**1**	**35**	**63**	**0**	**59**	**4**	**552**	**59**	**79**	**819**	**6**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	1	0	7	13	0	13	3	175	13	17	229	1
White Hall Plantation								12			8	
Upper Cane Development								40			24	
Total	0	0	0	0	0	0	0	52	0	0	32	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**5**	**1**	**42**	**76**	**0**	**72**	**17**	**1,154**	**72**	**96**	**1,441**	**7**
Redistributed Trips Alternate 1-5							-10	-375			-361	
2044 TRAFFIC VOLUMES Alternate 1-5	**5**	**1**	**42**	**76**	**0**	**72**	**7**	**779**	**72**	**96**	**1,080**	**7**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Gay Drive

TRAFFIC CONTROL (NoBuild/Build): Unsignalized/Signalized
DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**4**	**0**	**3**	**0**	**0**	**3**	**6**	**1059**	**0**	**3**	**672**	**2**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	88	0	0	56	0
Wendy's Fast Food								12			11	
Harris Teeter								37			25	
The Village at Oyster Bluff								12			15	
Marina Village								4			4	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								1			4	
Total	0	0	0	0	0	0	0	68	0	0	61	0
2024 NO-BUILD TRAFFIC VOLUMES	**4**	**0**	**3**	**0**	**0**	**3**	**6**	**1,215**	**0**	**3**	**789**	**2**
Redistributed Trips Alternate 1,2	2		255	16		144	411	-498	75	143	-405	7
Redistributed Trips Alternate 3-5	-4		261	0		0	206	-293	75	0	-262	7
2024 BUILD TRAFFIC VOLUMES Alternate 1,2	**6**	**0**	**258**	**16**	**0**	**147**	**417**	**717**	**75**	**146**	**384**	**9**
2024 BUILD TRAFFIC VOLUMES Alternate 3-5	**0**	**0**	**264**	**0**	**0**	**3**	**212**	**922**	**75**	**3**	**527**	**9**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	1	0	1	0	0	1	1	233	0	1	148	0
White Hall Plantation								3			11	
Upper Cane Development												
Total	0	0	0	0	0	0	0	3	0	0	11	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**5**	**0**	**4**	**0**	**0**	**4**	**7**	**1,451**	**0**	**4**	**948**	**2**
Redistributed Trips Alternate 1,2	2		255	16		144	411	-498	75	143	-405	7
Redistributed Trips Alternate 3-5	-5		262	0		0	411	-498	75	-4	-258	7
2044 TRAFFIC VOLUMES Alternate 1,2	**7**	**0**	**259**	**16**	**0**	**148**	**418**	**953**	**75**	**147**	**543**	**9**
2044 TRAFFIC VOLUMES Alternate 3-5	**0**	**0**	**266**	**0**	**0**	**4**	**418**	**953**	**75**	**0**	**690**	**9**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**7**	**0**	**4**	**1**	**0**	**2**	**4**	**858**	**0**	**2**	**1135**	**3**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	35	0	0	46	0
Wendy's Fast Food								10			9	
Harris Teeter								53			51	
The Village at Oyster Bluff								18			23	
Marina Village								11			10	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								4			2	
Total	0	0	0	0	0	0	0	98	0	0	97	0
2024 NO-BUILD TRAFFIC VOLUMES	**7**	**0**	**4**	**1**	**0**	**2**	**4**	**991**	**0**	**2**	**1,278**	**3**
Redistributed Trips Alternate 1,2	9		366	6		25	389	-400	2	7	-370	2
Redistributed Trips Alternate 3-5	-7		384	-1		0	389	-400	2	-2	-363	2
2024 BUILD TRAFFIC VOLUMES Alternate 1,2	**16**	**0**	**370**	**7**	**0**	**27**	**393**	**591**	**2**	**9**	**908**	**5**
2024 BUILD TRAFFIC VOLUMES Alternate 3-5	**0**	**0**	**386**	**0**	**0**	**2**	**393**	**591**	**2**	**0**	**915**	**5**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	2	0	1	0	0	0	1	189	0	0	250	1
White Hall Plantation								12			8	
Upper Cane Development								40			24	
Total	0	0	0	0	0	0	0	52	0	0	32	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**9**	**0**	**5**	**1**	**0**	**2**	**5**	**1,232**	**0**	**2**	**1,560**	**4**
Redistributed Trips Alternate 1,2	9		366	6		25	389	-400	2	7	-370	2
Redistributed Trips Alternate 3-5	-9		384	-1		0	389	-400	2	-2	-372	2
2044 TRAFFIC VOLUMES Alternate 1,2	**18**	**0**	**371**	**7**	**0**	**27**	**394**	**832**	**2**	**9**	**1,190**	**6**
2044 TRAFFIC VOLUMES Alternate 3-5	**0**	**0**	**389**	**0**	**0**	**2**	**394**	**832**	**2**	**0**	**1,188**	**6**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Cougar Drive

TRAFFIC CONTROL: Unsignalized
DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**2**	**0**	**0**	**13**	**0**	**116**	**2**	**947**	**60**	**115**	**514**	**6**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	1	0	10	0	78	5	10	43	0
Wendy's Fast Food								12			11	
Harris Teeter								37			25	
The Village at Oyster Bluff								12			15	
Marina Village								4			4	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								1			4	
Total	0	0	0	0	0	0	0	68	0	0	61	0
2024 NO-BUILD TRAFFIC VOLUMES	**2**	**0**	**0**	**14**	**0**	**126**	**2**	**1,093**	**65**	**125**	**618**	**6**
Redistributed Trips Alternates 1,2				-16		-144	-2		-75	-143	16	-7
Redistributed Trips Alternate 3-5	-2			-16		14	0		-75	0	16	-7
2024 BUILD TRAFFIC VOLUMES Alternate 1,2	**2**	**0**	**0**	**-2**	**0**	**-18**	**0**	**1,093**	**-10**	**-18**	**634**	**-1**
2024 BUILD TRAFFIC VOLUMES Alternate 3-5	**0**	**0**	**0**	**-2**	**0**	**140**	**2**	**1,093**	**-10**	**125**	**634**	**-1**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	0	0	3	0	26	0	209	13	25	113	1
White Hall Plantation								3			11	
Upper Cane Development								12			36	
Total	0	0	0	0	0	0	0	15	0	0	47	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**2**	**0**	**0**	**17**	**0**	**152**	**2**	**1,317**	**78**	**150**	**778**	**7**
Redistributed Trips Alternates 1,2	-2			-16		-144	-2		-75	-143	16	-7
Redistributed Trips Alternate 3-5	-2			-16		16	-2		-75	0	16	-7
2024 BUILD TRAFFIC VOLUMES Alternate 1,2	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**1,317**	**3**	**7**	**794**	**0**
2024 BUILD TRAFFIC VOLUMES Alternate 3-5	**0**	**0**	**0**	**1**	**0**	**168**	**0**	**1,340**	**3**	**150**	**803**	**0**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**7**	**0**	**11**	**5**	**1**	**20**	**3**	**829**	**4**	**6**	**1107**	**14**
Years To Buildout (2024)	4	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	1	0	0	2	0	69	0	0	92	1
Wendy's Fast Food								10			9	
Harris Teeter								53			51	
The Village at Oyster Bluff								18			23	
Marina Village								11			10	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								4			2	
Total	0	0	0	0	0	0	0	98	0	0	97	0
2024 NO-BUILD TRAFFIC VOLUMES	**7**	**0**	**12**	**5**	**1**	**22**	**3**	**996**	**4**	**6**	**1,296**	**15**
Redistributed Trips	-9		-5	-6		-25	-4		-2	-7	6	-2
Redistributed Trips	-9		-5	-5		5	-4		-2	0	6	-2
2024 BUILD TRAFFIC VOLUMES ALTERNATES 1-4	**-2**	**0**	**7**	**-1**	**1**	**-3**	**-1**	**996**	**2**	**-1**	**1,302**	**13**
2024 BUILD TRAFFIC VOLUMES Alternate 5	**-2**	**0**	**7**	**0**	**1**	**27**	**-1**	**996**	**2**	**6**	**1,302**	**13**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	2	0	2	1	0	4	1	183	1	1	244	3
White Hall Plantation								12			8	
Upper Cane Development								40			24	
Total	0	0	0	0	0	0	0	52	0	0	32	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**9**	**0**	**14**	**6**	**1**	**26**	**4**	**1,231**	**5**	**7**	**1,572**	**18**
Redistributed Trips Alternates 1,2	-9		-5	-6		-25	-4		-2	-7	6	-2
Redistributed Trips Alternate 3-5	-9		-5	-6		6	-4		-2	2	6	-2
2044 TRAFFIC VOLUMES Alternates 1,2	**0**	**0**	**9**	**0**	**1**	**1**	**0**	**1,231**	**3**	**0**	**1,578**	**16**
2044 TRAFFIC VOLUMES Alternate 3-5	**0**	**0**	**9**	**0**	**1**	**32**	**0**	**1,231**	**3**	**9**	**1,578**	**16**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Lost Island Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**23**	**0**	**1**	**0**	**0**	**0**	**3**	**1008**	**0**	**0**	**518**	**5**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	2	0	0	0	0	0	0	84	0	0	43	0
Wendy's Fast Food								12			11	
Harris Teeter								37			25	
The Village at Oyster Bluff								12			15	
Marina Village								4			4	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								1			4	
Total	0	0	0	0	0	0	0	68	0	0	61	0
2024 NO-BUILD TRAFFIC VOLUMES	**25**	**0**	**1**	**0**	**0**	**0**	**3**	**1,160**	**0**	**0**	**622**	**5**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**25**	**0**	**1**	**0**	**0**	**0**	**3**	**1,160**	**0**	**0**	**622**	**5**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	5	0	0	0	0	0	1	222	0	0	114	1
White Hall Plantation								3			11	
Upper Cane Development								12			36	
Total	0	0	0	0	0	0	0	15	0	0	47	0
Redistributed Trips by Median	-50						-14	50				
2044 NO-BUILD TRAFFIC VOLUMES	**-20**	**0**	**1**	**0**	**0**	**0**	**-10**	**1,447**	**0**	**0**	**783**	**6**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**-20**	**0**	**1**	**0**	**0**	**0**	**-10**	**1,447**	**0**	**0**	**783**	**6**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**19**	**0**	**1**	**0**	**0**	**0**	**7**	**822**	**0**	**0**	**1109**	**13**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	0	0	0	0	0	0	33	0	0	45	1
Wendy's Fast Food								10			9	
Harris Teeter								53			51	
The Village at Oyster Bluff								18			23	
Marina Village								11			10	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								4			2	
Total	0	0	0	0	0	0	0	98	0	0	97	0
2024 NO-BUILD TRAFFIC VOLUMES	**20**	**0**	**1**	**0**	**0**	**0**	**7**	**953**	**0**	**0**	**1,251**	**14**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**20**	**0**	**1**	**0**	**0**	**0**	**7**	**953**	**0**	**0**	**1,251**	**14**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	4	0	0	0	0	0	2	181	0	0	244	3
White Hall Plantation								12			8	
Upper Cane Development								40			24	
Total	0	0	0	0	0	0	0	52	0	0	32	0
Redistributed Trips by Median	-26						-9	26				
2044 NO-BUILD TRAFFIC VOLUMES	**-2**	**0**	**1**	**0**	**0**	**0**	**0**	**1,212**	**0**	**0**	**1,527**	**17**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**-2**	**0**	**1**	**0**	**0**	**0**	**0**	**1,212**	**0**	**0**	**1,527**	**17**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Airport Circle

TRAFFIC CONTROL: Signalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**0**	**0**	**0**	**10**	**0**	**43**	**0**	**998**	**0**	**9**	**509**	**0**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	1	0	4	0	83	0	1	42	0
Wendy's Fast Food								12			11	
Harris Teeter								37			25	
The Village at Oyster Bluff								12			15	
Marina Village								4			4	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								1			4	
Total	0	0	0	0	0	0	0	68	0	0	61	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**11**	**0**	**47**	**0**	**1,149**	**0**	**10**	**612**	**0**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**11**	**0**	**47**	**0**	**1,149**	**0**	**10**	**612**	**0**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	0	0	2	0	9	0	220	0	2	112	0
White Hall Plantation								3			11	
Upper Cane Development								12			36	
Total	0	0	0	0	0	0	0	15	0	0	47	0
Redistributed Trips by Median	50						14					
2044 NO-BUILD TRAFFIC VOLUMES	**50**	**0**	**0**	**13**	**0**	**56**	**14**	**1,384**	**0**	**12**	**771**	**0**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**50**	**0**	**0**	**13**	**0**	**56**	**14**	**1,384**	**0**	**12**	**771**	**0**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**0**	**0**	**0**	**87**	**0**	**180**	**0**	**629**	**15**	**213**	**913**	**0**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	4	0	7	0	26	1	9	37	0
Wendy's Fast Food								10			9	
Harris Teeter								53			51	
The Village at Oyster Bluff								18			23	
Marina Village								11			10	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								4			2	
Total	0	0	0	0	0	0	0	98	0	0	97	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**91**	**0**	**187**	**0**	**753**	**16**	**222**	**1,047**	**0**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**91**	**0**	**187**	**0**	**753**	**16**	**222**	**1,047**	**0**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	0	0	19	0	40	0	138	3	47	201	0
White Hall Plantation								12			8	
Upper Cane Development								40			24	
Total	0	0	0	0	0	0	0	52	0	0	32	0
Redistributed Trips by Median	26						9					
2044 NO-BUILD TRAFFIC VOLUMES	**26**	**0**	**0**	**110**	**0**	**227**	**9**	**943**	**19**	**269**	**1,280**	**0**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**26**	**0**	**0**	**110**	**0**	**227**	**9**	**943**	**19**	**269**	**1,280**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Old Distant Island Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**12**	**0**	**2**	**0**	**0**	**0**	**5**	**964**	**0**	**0**	**489**	**6**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	0	0	0	0	0	0	80	0	0	41	0
Wendy's Fast Food								12			11	
Harris Teeter								37			25	
The Village at Oyster Bluff								12			15	
Marina Village								4			4	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								1			4	
Total	0	0	0	0	0	0	0	68	0	0	61	0
2024 NO-BUILD TRAFFIC VOLUMES	**13**	**0**	**2**	**0**	**0**	**0**	**5**	**1,112**	**0**	**0**	**591**	**6**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**13**	**0**	**2**	**0**	**0**	**0**	**5**	**1,112**	**0**	**0**	**591**	**6**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	3	0	0	0	0	0	1	212	0	0	108	1
White Hall Plantation								3			11	
Upper Cane Development								12			36	
Total	0	0	0	0	0	0	0	15	0	0	47	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**16**	**0**	**2**	**0**	**0**	**0**	**6**	**1,339**	**0**	**0**	**746**	**7**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**16**	**0**	**2**	**0**	**0**	**0**	**6**	**1,339**	**0**	**0**	**746**	**7**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**7**	**0**	**5**	**0**	**0**	**0**	**3**	**588**	**0**	**0**	**852**	**10**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	24	0	0	35	0
Wendy's Fast Food								10			9	
Harris Teeter								53			51	
The Village at Oyster Bluff								18			23	
Marina Village								11			10	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								4			2	
Total	0	0	0	0	0	0	0	98	0	0	97	0
2024 NO-BUILD TRAFFIC VOLUMES	**7**	**0**	**5**	**0**	**0**	**0**	**3**	**710**	**0**	**0**	**984**	**10**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**7**	**0**	**5**	**0**	**0**	**0**	**3**	**710**	**0**	**0**	**984**	**10**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	2	0	1	0	0	0	1	129	0	0	188	2
White Hall Plantation								12			8	
Upper Cane Development								40			24	
Total	0	0	0	0	0	0	0	52	0	0	32	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**9**	**0**	**6**	**0**	**0**	**0**	**4**	**891**	**0**	**0**	**1,204**	**12**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**9**	**0**	**6**	**0**	**0**	**0**	**4**	**891**	**0**	**0**	**1,204**	**12**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Sea Island Parkway) & Eustis Landing Road

TRAFFIC CONTROL: Signalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**108**	**3**	**36**	**13**	**2**	**30**	**45**	**852**	**0**	**19**	**382**	**94**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	9	0	3	1	0	2	4	71	0	2	32	8
Wendy's Fast Food	18							12			11	
Harris Teeter								37			25	
The Village at Oyster Bluff								12			15	
Marina Village								4			4	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse												
Miller Drive Development								1			4	
Total	18	0	0	0	0	0	0	67	0	0	60	0
2024 NO-BUILD TRAFFIC VOLUMES	**135**	**3**	**39**	**14**	**2**	**32**	**49**	**990**	**0**	**21**	**474**	**102**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**135**	**3**	**39**	**14**	**2**	**32**	**49**	**990**	**0**	**21**	**474**	**102**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	24	1	8	3	0	7	10	188	0	4	84	21
White Hall Plantation								3			11	
Upper Cane Development								12			36	
Total	0	0	0	0	0	0	0	15	0	0	47	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**159**	**4**	**47**	**17**	**2**	**39**	**59**	**1,193**	**0**	**25**	**605**	**123**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**159**	**4**	**47**	**17**	**2**	**39**	**59**	**1,193**	**0**	**25**	**605**	**123**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**31**	**0**	**9**	**13**	**2**	**20**	**5**	**556**	**2**	**40**	**803**	**31**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	0	0	1	0	1	0	23	0	2	33	1
Wendy's Fast Food	20							10			9	
Harris Teeter								53			51	
The Village at Oyster Bluff								18			23	
Marina Village								11			10	
Packing Shed												
Mini-Warehouse (Old Movie Theater)								1			1	
Mayfair Court Mini-Warehouse								1			1	
Miller Drive Development								4			2	
Total	20	0	0	0	0	0	0	98	0	0	97	0
2024 NO-BUILD TRAFFIC VOLUMES	**52**	**0**	**9**	**14**	**2**	**21**	**5**	**677**	**2**	**42**	**933**	**32**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**52**	**0**	**9**	**14**	**2**	**21**	**5**	**677**	**2**	**42**	**933**	**32**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	7	0	2	3	0	4	1	122	0	9	177	7
White Hall Plantation								12			8	
Upper Cane Development								40			24	
Total	0	0	0	0	0	0	0	52	0	0	32	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**59**	**0**	**11**	**17**	**2**	**25**	**6**	**851**	**2**	**51**	**1,142**	**39**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**59**	**0**	**11**	**17**	**2**	**25**	**6**	**851**	**2**	**51**	**1,142**	**39**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Lasy's Island Drive) & Rue Du Bois

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**64**	**715**	**18**	**27**	**1274**	**38**	**3**	**0**	**6**	**18**	**1**	**43**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	5	59	1	2	106	3	0	0	0	1	0	4
Wendy's Fast Food		8			7							
Harris Teeter		46			29							
The Village at Oyster Bluff		23			34							
Marina Village		3			3							
Packing Shed												
Mini-Warehouse (Old Movie Theater)		1			1							
Mayfair Court Mini-Warehouse		1			1							
Miller Drive Development		3			10							
Total	0	85	0	0	85	0	0	0	0	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**69**	**859**	**19**	**29**	**1,465**	**41**	**3**	**0**	**6**	**19**	**1**	**47**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**69**	**859**	**19**	**29**	**1,465**	**41**	**3**	**0**	**6**	**19**	**1**	**47**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	14	157	4	6	281	8	1	0	1	4	0	9
White Hall Plantation		6			21							
Upper Cane Development		108			36							
Total	0	114	0	0	57	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**83**	**1,130**	**23**	**35**	**1,803**	**49**	**4**	**0**	**7**	**23**	**1**	**56**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**83**	**1,130**	**23**	**35**	**1,803**	**49**	**4**	**0**	**7**	**23**	**1**	**56**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**44**	**1244**	**6**	**21**	**776**	**26**	**15**	**2**	**44**	**32**	**1**	**50**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	2	51	0	1	32	1	1	0	2	1	0	2
Wendy's Fast Food		7			6							
Harris Teeter		66			63							
The Village at Oyster Bluff		39			50							
Marina Village		7			7							
Packing Shed												
Mini-Warehouse (Old Movie Theater)		1			1							
Mayfair Court Mini-Warehouse		1			1							
Miller Drive Development		10			6							
Total	0	131	0	0	134	0	0	0	0	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**46**	**1,426**	**6**	**22**	**942**	**27**	**16**	**2**	**46**	**33**	**1**	**52**
Redistributed Trips												
2024 BUILD TRAFFIC VOLUMES	**46**	**1,426**	**6**	**22**	**942**	**27**	**16**	**2**	**46**	**33**	**1**	**52**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	10	274	1	5	171	6	3	0	10	7	0	11
White Hall Plantation		25			15							
Upper Cane Development		71			121							
Total	0	96	0	0	136	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**56**	**1,796**	**7**	**27**	**1,249**	**33**	**19**	**2**	**56**	**40**	**1**	**63**
Redistributed Trips Concept Plan												
2044 TRAFFIC VOLUMES CONCEPT PLAN	**56**	**1,796**	**7**	**27**	**1,249**	**33**	**19**	**2**	**56**	**40**	**1**	**63**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Lady's Island Drive) & Hazel Farm Road

TRAFFIC CONTROL (NoBuild/Build): Unsignalized/Signalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**0**	**741**	**4**	**0**	**1329**	**0**	**14**	**0**	**1**	**0**	**0**	**0**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	61	0	0	110	0	1	0	0	0	0	0
Wendy's Fast Food		8			7							
Harris Teeter		46			29							
The Village at Oyster Bluff		23			34							
Marina Village		3			3							
Packing Shed												
Mini-Warehouse (Old Movie Theater)		1			1							
Mayfair Court Mini-Warehouse		1			1							
Miller Drive Development		3			10							
Total	0	85	0	0	85	0	0	0	0	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**887**	**4**	**0**	**1,524**	**0**	**15**	**0**	**1**	**0**	**0**	**0**
Redistributed Trips Alternative 1-3	95	-335	255		-354		354	25				
Redistributed Trips Alternative 4	95	-207	127		-177		177	25				
2024 BUILD TRAFFIC VOLUMES ALTERNATIVE 1-3	**95**	**552**	**259**	**0**	**1,170**	**0**	**369**	**25**	**1**	**0**	**0**	**0**
2024 BUILD TRAFFIC VOLUMES ALTERNATIVE 4	**95**	**680**	**131**	**0**	**1,347**	**0**	**192**	**25**	**1**	**0**	**0**	**0**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	163	1	0	293	0	3	0	0	0	0	0
White Hall Plantation		6			21							
Upper Cane Development		108			36							
Total	0	114	0	0	57	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**0**	**1,164**	**5**	**0**	**1,874**	**0**	**18**	**0**	**1**	**0**	**0**	**0**
Redistributed Trips Alternative 1-3	115	-348	255		-354		354	35				
Redistributed Trips Alternative 4	115	-220	127		-177		177	35				
2044 TRAFFIC VOLUMES Alternatives 1-3	**115**	**816**	**260**	**0**	**1,520**	**0**	**372**	**35**	**1**	**0**	**0**	**0**
2044 TRAFFIC VOLUMES Alternative 4	**115**	**944**	**132**	**0**	**1,697**	**0**	**195**	**35**	**1**	**0**	**0**	**0**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**0**	**1325**	**2**	**1**	**819**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	54	0	0	33	0	0	0	0	0	0	0
Wendy's Fast Food		7			6							
Harris Teeter		66			63							
The Village at Oyster Bluff		39			50							
Marina Village		7			7							
Packing Shed												
Mini-Warehouse (Old Movie Theater)		1			1							
Mayfair Court Mini-Warehouse		1			1							
Miller Drive Development		10			6							
Total	0	131	0	0	134	0	0	0	0	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**1,510**	**2**	**1**	**986**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
Redistributed Trips Alternative 1-3	51	-361	361		-375		375	25				
Redistributed Trips Alternative 4	51	-180	180		-188		188	25				
2024 BUILD TRAFFIC VOLUMES ALTERNATIVE 1-3	**51**	**1,149**	**363**	**1**	**611**	**0**	**382**	**25**	**0**	**0**	**0**	**0**
2024 BUILD TRAFFIC VOLUMES ALTERNATIVE 4	**51**	**1,330**	**182**	**1**	**798**	**0**	**195**	**25**	**0**	**0**	**0**	**0**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	292	0	0	180	0	2	0	0	0	0	0
White Hall Plantation		25			15							
Upper Cane Development		71			121							
Total	0	96	0	0	136	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**0**	**1,898**	**2**	**1**	**1,302**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
Redistributed Trips Alternative 1-3	61	-361	361		-375		375	35				
Redistributed Trips Alternative 4	61	-180	180		-188		188	35				
2044 TRAFFIC VOLUMES Alternatives 1-3	**61**	**1,537**	**363**	**1**	**927**	**0**	**384**	**35**	**0**	**0**	**0**	**0**
2044 TRAFFIC VOLUMES Alternative 4	**61**	**1,718**	**182**	**1**	**1,114**	**0**	**197**	**35**	**0**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 21 Business (Lady's Island Drive) & Ferry Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**31**	**683**	**21**	**21**	**1211**	**51**	**108**	**1**	**18**	**3**	**0**	**17**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	3	57	2	2	100	4	9	0	1	0	0	1
Wendy's Fast Food		8			7							
Harris Teeter		46			29							
The Village at Oyster Bluff		23			34							
Marina Village		3			3							
Packing Shed												
Mini-Warehouse (Old Movie Theater)		1			1							
Mayfair Court Mini-Warehouse		1			1							
Miller Drive Development		3			10							
Total	0	85	0	0	85	0	0	0	0	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**34**	**825**	**23**	**23**	**1,396**	**55**	**117**	**1**	**19**	**3**	**0**	**18**
Redistributed Trips Alternative 1-3		-350			-354							
Redistributed Trips Alternative 4		-350			-354							
2024 BUILD TRAFFIC VOLUMES ALTERNATIVE 1-3	**34**	**475**	**23**	**23**	**1,042**	**55**	**117**	**1**	**19**	**3**	**0**	**18**
2024 BUILD TRAFFIC VOLUMES ALTERNATIVE 4	**34**	**475**	**23**	**23**	**1,042**	**55**	**117**	**1**	**19**	**3**	**0**	**18**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	7	150	5	5	267	11	24	0	4	1	0	4
White Hall Plantation		6			21							
Upper Cane Development		108			36							
Total	0	114	0	0	57	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**41**	**1,089**	**28**	**28**	**1,720**	**66**	**141**	**1**	**23**	**4**	**0**	**22**
Redistributed Trips Alternative 1-3		-370			-354	-10						
Redistributed Trips Alternative 4		-242			-177	-10						
2044 TRAFFIC VOLUMES Alternatives 1-3	**41**	**719**	**28**	**28**	**1,366**	**56**	**141**	**1**	**23**	**4**	**0**	**22**
2044 TRAFFIC VOLUMES Alternative 4	**41**	**847**	**28**	**28**	**1,543**	**56**	**141**	**1**	**23**	**4**	**0**	**22**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**7**	**1226**	**91**	**85**	**741**	**5**	**70**	**0**	**50**	**0**	**0**	**5**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	50	4	3	30	0	3	0	2	0	0	0
Wendy's Fast Food		7			6							
Harris Teeter		66			63							
The Village at Oyster Bluff		39			50							
Marina Village		7			7							
Packing Shed												
Mini-Warehouse (Old Movie Theater)		1			1							
Mayfair Court Mini-Warehouse		1			1							
Miller Drive Development		10			6							
Total	0	131	0	0	134	0	0	0	0	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**7**	**1,407**	**95**	**88**	**905**	**5**	**73**	**0**	**52**	**0**	**0**	**5**
Redistributed Trips Alternative 1-3		-412			-375							
Redistributed Trips Alternative 4		-231			-187							
2024 BUILD TRAFFIC VOLUMES ALTERNATIVE 1-3	**7**	**995**	**95**	**88**	**530**	**5**	**73**	**0**	**52**	**0**	**0**	**5**
2024 BUILD TRAFFIC VOLUMES ALTERNATIVE 4												
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	2	270	20	19	163	1	15	0	11	0	0	1
White Hall Plantation		25			15							
Upper Cane Development		71			121							
Total	0	96	0	0	136	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**9**	**1,773**	**115**	**107**	**1,204**	**6**	**88**	**0**	**63**	**0**	**0**	**6**
Redistributed Trips Alternative 1-3		-422			-375							
Redistributed Trips Alternative 4		-241			-187							
2044 TRAFFIC VOLUMES Alternatives 1-3	**9**	**1,351**	**115**	**107**	**829**	**6**	**88**	**0**	**63**	**0**	**0**	**6**
2044 TRAFFIC VOLUMES Alternative 4	**9**	**1,532**	**115**	**107**	**1,017**	**6**	**88**	**0**	**63**	**0**	**0**	**6**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

SC 802 (Sams Point Road) & Sams Point Way

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**0**	**572**	**18**	**149**	**1522**	**0**	**9**	**0**	**88**	**0**	**0**	**0**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	47	1	12	126	0	1	0	7	0	0	0
Wendy's Fast Food		4			4							
Harris Teeter		40		4	60				2			
The Village at Oyster Bluff		43			34							
Marina Village		5			4							
Mini-Warehouse (Old Movie Theater)												
Mayfair Court Mini-Warehouse		3			3							
Miller Drive Development		7			24							
Total	0	102	0	4	129	0	0	0	2	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**721**	**19**	**165**	**1,777**	**0**	**10**	**0**	**97**	**0**	**0**	**0**
Redistributed Trips		-100			-150							
2024 BUILD TRAFFIC VOLUMES	**0**	**621**	**19**	**165**	**1,627**	**0**	**10**	**0**	**97**	**0**	**0**	**0**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	126	4	33	335	0	2	0	19	0	0	0
White Hall Plantation		4			1							
Upper Cane Development		9			3							
Total	0	4	0	0	1	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**0**	**851**	**23**	**198**	**2,113**	**0**	**12**	**0**	**116**	**0**	**0**	**0**
Redistributed Trips Concept Plan		-100			-150							
2044 TRAFFIC VOLUMES CONCEPT PLAN	**0**	**751**	**23**	**198**	**1,963**	**0**	**12**	**0**	**116**	**0**	**0**	**0**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**0**	**1095**	**21**	**57**	**825**	**0**	**19**	**0**	**164**	**0**	**0**	**0**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	44	1	2	33	0	1	0	7	0	0	0
Wendy's Fast Food		3			4							
Harris Teeter		85		5	86				5			
The Village at Oyster Bluff		69			88							
Marina Village		11			11							
Mini-Warehouse (Old Movie Theater)												
Mayfair Court Mini-Warehouse		3			3							
Miller Drive Development		24			14							
Total	0	195	0	5	206	0	0	0	5	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**0**	**1,334**	**22**	**64**	**1,064**	**0**	**20**	**0**	**176**	**0**	**0**	**0**
Redistributed Trips		-75			-100							
2024 BUILD TRAFFIC VOLUMES	**0**	**1,259**	**22**	**64**	**964**	**0**	**20**	**0**	**176**	**0**	**0**	**0**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	0	241	5	13	182	0	4	0	36	0	0	0
White Hall Plantation		2			4							
Upper Cane Development		6			10							
Total	0	8	0	0	14	0	0	0	0	0	0	0
2044 NO-BUILD TRAFFIC VOLUMES	**0**	**1,583**	**27**	**77**	**1,260**	**0**	**24**	**0**	**212**	**0**	**0**	**0**
Redistributed Trips Concept Plan		-75			-100							
2044 TRAFFIC VOLUMES CONCEPT PLAN	**0**	**1,508**	**27**	**77**	**1,160**	**0**	**24**	**0**	**212**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

SC 802 (Sams Point Road) & Ashland Park Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**11**	**638**	**0**	**1**	**1691**	**6**	**0**	**0**	**0**	**1**	**0**	**9**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	53	0	0	140	0	0	0	0	0	0	1
Wendy's Fast Food		4			4							
Harris Teeter		40			64							
The Village at Oyster Bluff		43			34							
Marina Village		5			4							
Packing Shed												
Mini-Warehouse (Old Movie Theater)												
Mayfair Court Mini-Warehouse	3											3
Miller Drive Development		7			24							
Total	3	99	0	0	130	0	0	0	0	0	0	3
2024 NO-BUILD TRAFFIC VOLUMES	**15**	**790**	**0**	**1**	**1,961**	**6**	**0**	**0**	**0**	**1**	**0**	**13**
Redistributed Trips		-100			-150							
2024 BUILD TRAFFIC VOLUMES	**15**	**690**	**0**	**1**	**1,811**	**6**	**0**	**0**	**0**	**1**	**0**	**13**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	2	140	0	0	372	1	0	0	0	0	0	2
White Hall Plantation		4			1							
Upper Cane Development		9			3							
Total	0	4	0	0	1	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**17**	**934**	**0**	**1**	**2,334**	**7**	**0**	**0**	**0**	**1**	**0**	**15**
Redistributed Trips Concept Plan		-100			-150							
2044 TRAFFIC VOLUMES CONCEPT PLAN	**17**	**834**	**0**	**1**	**2,184**	**7**	**0**	**0**	**0**	**1**	**0**	**15**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**7**	**1251**	**0**	**0**	**881**	**5**	**0**	**0**	**0**	**1**	**0**	**1**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	51	0	0	36	0	0	0	0	0	0	0
Wendy's Fast Food		3			4							
Harris Teeter		85			91							
The Village at Oyster Bluff		69			88							
Marina Village		11			11							
Packing Shed												
Mini-Warehouse (Old Movie Theater)												
Mayfair Court Mini-Warehouse		3			3							
Miller Drive Development		24			14							
Total	0	195	0	0	211	0	0	0	0	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**7**	**1,497**	**0**	**0**	**1,128**	**5**	**0**	**0**	**0**	**1**	**0**	**1**
Redistributed Trips		-75			-100							
2024 BUILD TRAFFIC VOLUMES	**7**	**1,422**	**0**	**0**	**1,028**	**5**	**0**	**0**	**0**	**1**	**0**	**1**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	2	275	0	0	194	1	0	0	0	0	0	0
White Hall Plantation		2			4							
Upper Cane Development		6			10							
Total	0	8	0	0	14	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**9**	**1,780**	**0**	**0**	**1,336**	**6**	**0**	**0**	**0**	**1**	**0**	**1**
Redistributed Trips Concept Plan		-75			-100							
2044 TRAFFIC VOLUMES CONCEPT PLAN	**9**	**1,705**	**0**	**0**	**1,236**	**6**	**0**	**0**	**0**	**1**	**0**	**1**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

SC 802 (Sams Point Road) & Miller Drive

TRAFFIC CONTROL (NoBuild/Build): Unsignalized/Signalized

DATE COUNTED: 9/7/2016; 9/8/2020

AM PEAK HOUR (7:15-8:15 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2016 TRAFFIC VOLUMES	**13**	**602**	**19**	**3**	**1631**	**125**	**15**	**1**	**4**	**7**	**0**	**33**
Years To Buildout (2024)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	50	2	0	135	10	1	0	0	1	0	3
Wendy's Fast Food		4			4							
Harris Teeter		40			64							
The Village at Oyster Bluff		43			34							
Marina Village		5			4							
Mini-Warehouse (Old Movie Theater)												
Mayfair Court Mini-Warehouse												
Miller Drive Development			7		24		24		1			
Total	0	92	7	0	130	0	24	0	1	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**14**	**744**	**28**	**3**	**1,896**	**135**	**40**	**1**	**5**	**8**	**0**	**36**
Redistributed Trips		-50			-150	150				75		
2024 BUILD TRAFFIC VOLUMES	**14**	**694**	**28**	**3**	**1,746**	**285**	**40**	**1**	**5**	**83**	**0**	**36**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	3	133	4	1	359	28	3	0	1	2	0	7
White Hall Plantation		4			1							
Upper Cane Development		9			3							
Total	0	4	0	0	1	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**16**	**827**	**30**	**4**	**2,120**	**153**	**42**	**1**	**6**	**9**	**0**	**40**
Redistributed Trips Concept Plan		-50			-150	150				75		
2044 TRAFFIC VOLUMES CONCEPT PLAN	**16**	**777**	**30**	**4**	**1,970**	**303**	**42**	**1**	**6**	**84**	**0**	**40**

PM PEAK HOUR (4:30-5:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2020 TRAFFIC VOLUMES	**28**	**1175**	**33**	**2**	**828**	**27**	**5**	**1**	**1**	**28**	**2**	**37**
Years To Buildout (2024)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	48	1	0	34	1	0	0	0	1	0	2
Wendy's Fast Food		3			4							
Harris Teeter		85			91							
The Village at Oyster Bluff		69			88							
Marina Village		11			11							
Mini-Warehouse (Old Movie Theater)		0			0							
Mayfair Court Mini-Warehouse		0			0							
Miller Drive Development		24			14							
Total	0	192	0	0	208	0	0	0	0	0	0	0
2024 NO-BUILD TRAFFIC VOLUMES	**29**	**1,415**	**34**	**2**	**1,070**	**28**	**5**	**1**	**1**	**29**	**2**	**39**
Redistributed Trips		-35			-100	100				100		
2024 BUILD TRAFFIC VOLUMES	**29**	**1,380**	**34**	**2**	**970**	**128**	**5**	**1**	**1**	**129**	**2**	**39**
Years To Buildout (2044)	20	20	20	20	20	20	20	20	20	20	20	20
Background Traffic Growth	6	259	7	0	182	6	1	0	0	6	0	8
White Hall Plantation		2			4							
Upper Cane Development		6			10							
Total	0	8	0	0	14	0	0	0	0	0	0	0
Redistributed Trips by Median												
2044 NO-BUILD TRAFFIC VOLUMES	**34**	**1,634**	**40**	**2**	**1,232**	**33**	**6**	**1**	**1**	**34**	**2**	**45**
Redistributed Trips Concept Plan		-35			-100	100				100		
2044 TRAFFIC VOLUMES CONCEPT PLAN	**34**	**1,599**	**40**	**2**	**1,132**	**133**	**6**	**1**	**1**	**134**	**2**	**45**

APPENDIX C

2024 NO BUILD SYNCHRO RESULTS

Intersection	
Int Delay, s/veh	15.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	649	34	44	1146	2	45	0	26	0	0	1
Future Vol, veh/h	1	649	34	44	1146	2	45	0	26	0	0	1
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	-	-	-	325	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	721	38	49	1273	2	50	0	29	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1275	0	0	759	0	0	2115	2115	740	2129	2133	1274
Stage 1	-	-	-	-	-	-	742	742	-	1372	1372	-
Stage 2	-	-	-	-	-	-	1373	1373	-	757	761	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	545	-	-	852	-	-	~ 37	51	417	36	49	204
Stage 1	-	-	-	-	-	-	408	422	-	180	214	-
Stage 2	-	-	-	-	-	-	180	213	-	400	414	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	545	-	-	852	-	-	~ 35	48	417	32	46	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 35	48	-	32	46	-
Stage 1	-	-	-	-	-	-	407	421	-	179	202	-
Stage 2	-	-	-	-	-	-	169	201	-	371	413	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	$ 422.8	22.7
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	545	-	-	852	-	-	204
HCM Lane V/C Ratio	1.488	0.002	-	-	0.057	-	-	0.005
HCM Control Delay (s)	$ 422.8	11.6	0	-	9.5	-	-	22.7
HCM Lane LOS	F	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	7.3	0	-	-	0.2	-	-	0

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	609	54	117	1175	0	31	0	38	0	0	1
Future Volume (veh/h)	0	609	54	117	1175	0	31	0	38	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1811	1870	1870	1870
Adj Flow Rate, veh/h	0	677	60	130	1306	0	34	0	42	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	6	2	2	2
Cap, veh/h	0	1138	101	469	1413	0	142	17	139	0	0	261
Arrive On Green	0.00	0.67	0.67	0.04	0.76	0.00	0.16	0.00	0.16	0.00	0.00	0.16
Sat Flow, veh/h	0	1693	150	1781	1870	0	584	101	846	0	0	1585
Grp Volume(v), veh/h	0	0	737	130	1306	0	76	0	0	0	0	1
Grp Sat Flow(s),veh/h/ln	0	0	1843	1781	1870	0	1531	0	0	0	0	1585
Q Serve(g_s), s	0.0	0.0	24.6	2.4	63.6	0.0	2.2	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	24.6	2.4	63.6	0.0	4.7	0.0	0.0	0.0	0.0	0.1
Prop In Lane	0.00		0.08	1.00		0.00	0.45		0.55	0.00		1.00
Lane Grp Cap(c), veh/h	0	0	1239	469	1413	0	298	0	0	0	0	261
V/C Ratio(X)	0.00	0.00	0.60	0.28	0.92	0.00	0.26	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1764	554	2036	0	298	0	0	0	0	261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	10.1	8.1	11.1	0.0	41.2	0.0	0.0	0.0	0.0	39.3
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.3	5.8	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.4	0.7	19.9	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	10.5	8.5	16.9	0.0	43.2	0.0	0.0	0.0	0.0	39.3
LnGrp LOS	A	A	B	A	B	A	D	A	A	A	A	D
Approach Vol, veh/h		737			1436			76			1	
Approach Delay, s/veh		10.5			16.2			43.2			39.3	
Approach LOS		B			B			D			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.0	9.4	80.1		23.0		89.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5	10.3	107.7		18.5		122.5				
Max Q Clear Time (g_c+I1), s		6.7	4.4	26.6		2.1		65.6				
Green Ext Time (p_c), s		0.2	0.1	5.6		0.0		19.4				

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	29.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	60	574	10	21	1146	18	2	1	19	18	1	151
Future Vol, veh/h	60	574	10	21	1146	18	2	1	19	18	1	151
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	215	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	67	638	11	23	1273	20	2	1	21	20	1	168

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1293	0	0	649	0	0	2192	2117	644	2118	2112	1283
Stage 1	-	-	-	-	-	-	778	778	-	1329	1329	-
Stage 2	-	-	-	-	-	-	1414	1339	-	789	783	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	536	-	-	937	-	-	33	51	466	37	51	202
Stage 1	-	-	-	-	-	-	389	407	-	191	224	-
Stage 2	-	-	-	-	-	-	171	222	-	384	404	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	536	-	-	937	-	-	5	44	466	31	44	202
Mov Cap-2 Maneuver	-	-	-	-	-	-	5	44	-	31	44	-
Stage 1	-	-	-	-	-	-	340	356	-	167	218	-
Stage 2	-	-	-	-	-	-	28	216	-	320	354	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	1.2	0.2	145.6	$ 324.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	47	536	-	-	937	-	-	126
HCM Lane V/C Ratio	0.52	0.124	-	-	0.025	-	-	1.499
HCM Control Delay (s)	145.6	12.7	-	-	8.9	-	-	$ 324.4
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.9	0.4	-	-	0.1	-	-	13.2

Notes

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

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	593	6	143	1202	9	9	1	79	0	1	3
Future Vol, veh/h	4	593	6	143	1202	9	9	1	79	0	1	3
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	-	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	17	8	2	2	13	2	10	2	2	2
Mvmt Flow	4	659	7	159	1336	10	10	1	88	0	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1346	0	0	666	0	0	2332	2335	663	2374	2333	1341
Stage 1	-	-	-	-	-	-	671	671	-	1659	1659	-
Stage 2	-	-	-	-	-	-	1661	1664	-	715	674	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.23	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.617	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	512	-	-	896	-	-	24	37	447	24	37	186
Stage 1	-	-	-	-	-	-	428	455	-	123	155	-
Stage 2	-	-	-	-	-	-	116	154	-	422	454	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	512	-	-	896	-	-	20	30	447	16	30	186
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	30	-	16	30	-
Stage 1	-	-	-	-	-	-	423	450	-	122	128	-
Stage 2	-	-	-	-	-	-	93	127	-	334	449	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	1	82.9	52
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	135	512	-	-	896	-	-	81
HCM Lane V/C Ratio	0.733	0.009	-	-	0.177	-	-	0.055
HCM Control Delay (s)	82.9	12.1	0	-	9.9	-	-	52
HCM Lane LOS	F	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	4.2	0	-	-	0.6	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	634	1323	48	11	26
Future Vol, veh/h	37	634	1323	48	11	26
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	10	2
Mvmt Flow	41	704	1470	53	12	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1523	0	-	0	1931	762
Stage 1	-	-	-	-	1497	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	4.14	-	-	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.22	-	-	-	3.6	3.32
Pot Cap-1 Maneuver	434	-	-	-	53	347
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	434	-	-	-	45	347
Mov Cap-2 Maneuver	-	-	-	-	45	-
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	598	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	44.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	434	-	-	-	45	347
HCM Lane V/C Ratio	0.095	-	-	-	0.272	0.083
HCM Control Delay (s)	14.2	1	-	-	112.5	16.3
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	242	301	85	466	573	117	106	399	309	196	783	760
Future Volume (veh/h)	242	301	85	466	573	117	106	399	309	196	783	760
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1707	1870	1856	1870	1841	1870	1870
Adj Flow Rate, veh/h	269	334	94	518	637	130	118	443	343	218	870	844
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	3	2	2	13	2	3	2	4	2	2
Cap, veh/h	346	687	190	437	928	378	126	1171	747	380	722	612
Arrive On Green	0.13	0.25	0.25	0.14	0.26	0.26	0.04	0.33	0.33	0.10	0.39	0.39
Sat Flow, veh/h	1767	2748	762	1781	3554	1447	1781	3526	1585	1753	1870	1585
Grp Volume(v), veh/h	269	214	214	518	637	130	118	443	343	218	870	844
Grp Sat Flow(s),veh/h/ln	1767	1777	1733	1781	1777	1447	1781	1763	1585	1753	1870	1585
Q Serve(g_s), s	15.8	14.6	15.0	19.7	22.9	10.3	6.0	13.6	20.7	11.2	54.7	54.7
Cycle Q Clear(g_c), s	15.8	14.6	15.0	19.7	22.9	10.3	6.0	13.6	20.7	11.2	54.7	54.7
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	444	433	437	928	378	126	1171	747	380	722	612
V/C Ratio(X)	0.78	0.48	0.49	1.19	0.69	0.34	0.93	0.38	0.46	0.57	1.20	1.38
Avail Cap(c_a), veh/h	387	485	473	437	928	378	126	1171	747	502	722	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	45.3	45.5	42.0	47.1	42.5	38.8	36.1	25.3	26.4	43.5	43.5
Incr Delay (d2), s/veh	8.7	1.0	1.1	104.6	4.1	2.5	60.1	0.2	0.5	1.4	105.1	180.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	6.4	6.5	18.6	10.4	3.9	4.8	5.8	7.7	4.7	45.3	51.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	46.3	46.5	146.5	51.3	45.0	99.0	36.4	25.8	27.8	148.6	224.3
LnGrp LOS	D	D	D	F	D	D	F	D	C	C	F	F
Approach Vol, veh/h		697			1285			904			1932	
Approach Delay, s/veh		45.4			89.0			40.5			168.0	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	41.4	12.3	61.0	25.4	43.0	19.9	53.4
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 20	38.7	* 6	54.7	* 21	37.0	* 24	37.2
Max Q Clear Time (g_c+I1), s	21.7	17.0	8.0	56.7	17.8	24.9	13.2	22.7
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.3	4.1	0.4	4.1

Intersection Summary	
HCM 6th Ctrl Delay	105.3
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	17.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	625	13	68	1010	61	0	4	11	46	1	141
Future Vol, veh/h	108	625	13	68	1010	61	0	4	11	46	1	141
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	225	-	-	225	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	3	2	2	2	2	2	2	3
Mvmt Flow	120	694	14	76	1122	68	0	4	12	51	1	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1190	0	0	708	0	0	1655	2283	354	1897	2256	595
Stage 1	-	-	-	-	-	-	941	941	-	1308	1308	-
Stage 2	-	-	-	-	-	-	714	1342	-	589	948	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.96
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.33
Pot Cap-1 Maneuver	582	-	-	887	-	-	64	39	642	~ 42	41	445
Stage 1	-	-	-	-	-	-	283	340	-	168	228	-
Stage 2	-	-	-	-	-	-	388	219	-	461	338	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	582	-	-	887	-	-	32	28	642	~ 29	30	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	28	-	~ 29	30	-
Stage 1	-	-	-	-	-	-	225	270	-	133	208	-
Stage 2	-	-	-	-	-	-	229	200	-	353	268	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.6	49.6	181.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	28	642	582	-	-	887	-	-	29	445
HCM Lane V/C Ratio	0.159	0.019	0.206	-	-	0.085	-	-	1.801	0.352
HCM Control Delay (s)	156.4	10.7	12.8	-	-	9.4	-	-	$ 674.1	17.4
HCM Lane LOS	F	B	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.5	0.1	0.8	-	-	0.3	-	-	6.1	1.6

Notes

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

Intersection	
Int Delay, s/veh	16.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	673	4	48	1149	40	2	0	14	61	0	23
Future Vol, veh/h	25	673	4	48	1149	40	2	0	14	61	0	23
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	225	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	3	3	50	2	2	2	2	5
Mvmt Flow	28	748	4	53	1277	44	2	0	16	68	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1321	0	0	752	0	0	1551	2233	376	1835	2213	661
Stage 1	-	-	-	-	-	-	806	806	-	1405	1405	-
Stage 2	-	-	-	-	-	-	745	1427	-	430	808	-
Critical Hdwy	4.18	-	-	4.14	-	-	8.5	6.54	6.94	7.54	6.54	7
Critical Hdwy Stg 1	-	-	-	-	-	-	7.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.22	-	-	4	4.02	3.32	3.52	4.02	3.35
Pot Cap-1 Maneuver	508	-	-	853	-	-	48	42	622	~ 47	43	398
Stage 1	-	-	-	-	-	-	254	393	-	147	204	-
Stage 2	-	-	-	-	-	-	280	199	-	574	392	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	508	-	-	853	-	-	41	37	622	~ 42	38	398
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	37	-	~ 42	38	-
Stage 1	-	-	-	-	-	-	240	371	-	139	191	-
Stage 2	-	-	-	-	-	-	246	187	-	529	370	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	22.5	$ 377.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	224	508	-	-	853	-	-	42	398
HCM Lane V/C Ratio	0.079	0.055	-	-	0.063	-	-	1.614	0.064
HCM Control Delay (s)	22.5	12.5	-	-	9.5	-	-	$ 514	14.7
HCM Lane LOS	C	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.2	-	-	6.9	0.2

Notes

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

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	3	789	2	6	1215	0	4	0	3	0	0	3
Future Vol, veh/h	3	789	2	6	1215	0	4	0	3	0	0	3
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	-	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	50	17	3	2	2	2	2	2	2	2
Mvmt Flow	3	877	2	7	1350	0	4	0	3	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1350	0	0	879	0	0	1573	2248	440	1809	2249	675
Stage 1	-	-	-	-	-	-	884	884	-	1364	1364	-
Stage 2	-	-	-	-	-	-	689	1364	-	445	885	-
Critical Hdwy	4.14	-	-	4.44	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.37	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	506	-	-	677	-	-	74	41	565	49	41	396
Stage 1	-	-	-	-	-	-	307	362	-	155	214	-
Stage 2	-	-	-	-	-	-	402	214	-	562	361	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	506	-	-	677	-	-	72	40	565	48	40	396
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	40	-	48	40	-
Stage 1	-	-	-	-	-	-	303	358	-	153	212	-
Stage 2	-	-	-	-	-	-	394	212	-	552	357	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	38.6	14.2
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	506	-	-	677	-	-	396
HCM Lane V/C Ratio	0.068	0.007	-	-	0.01	-	-	0.008
HCM Control Delay (s)	38.6	12.2	0.1	-	10.4	-	-	14.2
HCM Lane LOS	E	B	A	-	B	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	618	6	2	1093	65	2	0	0	14	0	126
Future Vol, veh/h	125	618	6	2	1093	65	2	0	0	14	0	126
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	-	-	Stop
Storage Length	315	-	-	275	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	50	3	15	2	2	2	31	2	5
Mvmt Flow	139	687	7	2	1214	72	2	0	0	16	0	140

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1286	0	0	694	0	0	1580	2259	347	1876	2226	643
Stage 1	-	-	-	-	-	-	969	969	-	1254	1254	-
Stage 2	-	-	-	-	-	-	611	1290	-	622	972	-
Critical Hdwy	4.14	-	-	5.1	-	-	7.54	6.54	6.94	8.12	6.54	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.12	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	7.12	5.54	-
Follow-up Hdwy	2.22	-	-	2.7	-	-	3.52	4.02	3.32	3.81	4.02	3.35
Pot Cap-1 Maneuver	535	-	-	640	-	-	73	41	649	32	43	409
Stage 1	-	-	-	-	-	-	272	330	-	143	242	-
Stage 2	-	-	-	-	-	-	448	232	-	377	329	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	535	-	-	640	-	-	38	30	649	26	32	409
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	30	-	26	32	-
Stage 1	-	-	-	-	-	-	201	244	-	106	241	-
Stage 2	-	-	-	-	-	-	294	231	-	279	243	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	105.5	43.1
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	38	535	-	-	640	-	-	26	409
HCM Lane V/C Ratio	0.058	0.26	-	-	0.003	-	-	0.598	0.342
HCM Control Delay (s)	105.5	14.1	-	-	10.6	-	-	266.3	18.3
HCM Lane LOS	F	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.2	1	-	-	0	-	-	1.8	1.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	622	5	3	1160	25	1
Future Vol, veh/h	622	5	3	1160	25	1
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	691	6	3	1289	28	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	697	0	1342	691
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	-	-	4.13	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	897	-	155	444
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	897	-	153	444
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	-	-	897	-
HCM Lane V/C Ratio	0.098	-	-	0.004	-
HCM Control Delay (s)	18.5	-	-	9	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Future Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1841	0	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	11	4	0	2	4	2	2	2	2	2	2	2
Cap, veh/h	135	1441	0	28	1968	0	114	3	0	250	0	123
Arrive On Green	0.01	0.78	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1654	1841	0	0	3681	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Grp Sat Flow(s),veh/h/ln	1654	1841	0	0	1749	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.0	8.2	0.0	0.0	32.1	0.0	0.0	0.0	0.0	0.4	0.0	2.0
Cycle Q Clear(g_c), s	0.0	8.2	0.0	0.0	32.1	0.0	0.0	0.0	0.0	0.4	0.0	2.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	1441	0	0	0	0	114	3	0	250	0	123
V/C Ratio(X)	0.08	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.42
Avail Cap(c_a), veh/h	260	2006	0	0	0	0	261	542	0	609	0	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.5	0.0	28.4
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6	0.0	30.7
LnGrp LOS	C	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		691			1277			0			64	
Approach Delay, s/veh		3.2			0.0			0.0			30.1	
Approach LOS		A			A						C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	0.0		55.0	0.0	9.5	5.4	49.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.7		70.3	5.4	31.3	5.8	69.5
Max Q Clear Time (g_c+I1), s	2.4	0.0		10.2	0.0	4.0	2.0	34.1
Green Ext Time (p_c), s	0.0	0.0		4.9	0.0	0.2	0.0	11.0

Intersection Summary	
HCM 6th Ctrl Delay	2.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	591	6	5	1112	13	2
Future Vol, veh/h	591	6	5	1112	13	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	7	6	1236	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1909	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	925	-	75	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	73	462
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	925	-
HCM Lane V/C Ratio	0.081	-	-	0.006	-
HCM Control Delay (s)	24.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

APPENDIX D

2024 BUILD SYNCHRO RESULTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Future Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1212	69	40	940	2	40	10	36	3	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1542	88	112	1641	3	623	151	775	383	11	359
Arrive On Green	0.00	0.45	0.45	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.00	0.49
Sat Flow, veh/h	595	3418	194	432	3638	8	1187	309	1585	710	23	734
Grp Volume(v), veh/h	0	630	651	40	459	483	50	0	36	6	0	0
Grp Sat Flow(s),veh/h/ln	595	1777	1835	432	1777	1869	1496	0	1585	1467	0	0
Q Serve(g_s), s	0.0	45.2	45.3	13.0	28.7	28.7	0.0	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	45.2	45.3	58.4	28.7	28.7	2.2	0.0	1.8	2.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	0.80		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	48	802	828	112	802	843	775	0	775	753	0	0
V/C Ratio(X)	0.00	0.79	0.79	0.36	0.57	0.57	0.06	0.00	0.05	0.01	0.00	0.00
Avail Cap(c_a), veh/h	265	1451	1499	270	1451	1526	775	0	775	753	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	35.0	35.0	59.9	30.5	30.5	20.1	0.0	20.0	19.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	1.7	1.9	0.6	0.6	0.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.2	19.9	1.5	12.1	12.7	1.0	0.0	0.7	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.7	36.7	61.8	31.1	31.1	20.3	0.0	20.2	19.7	0.0	0.0
LnGrp LOS	A	D	D	E	C	C	C	A	C	B	A	A
Approach Vol, veh/h		1281			982			86			6	
Approach Delay, s/veh		36.7			32.3			20.2			19.7	
Approach LOS		D			C			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.8		72.2		77.8		72.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		122.5		18.5		122.5				
Max Q Clear Time (g_c+I1), s		4.2		47.3		4.2		60.4				
Green Ext Time (p_c), s		0.2		10.7		0.0		7.3				

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1074	17	0	915	6	0	0	0	2	0	2
Future Vol, veh/h	0	1074	17	0	915	6	0	0	0	2	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	-	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1193	19	0	1017	7	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	597	1618	-	512
Stage 1	-	-	-	-	-	-	-	-	-	1021	-	-
Stage 2	-	-	-	-	-	-	-	-	-	597	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	446	69	0	507
Stage 1	0	-	-	0	-	-	0	0	-	253	0	-
Stage 2	0	-	-	0	-	-	0	0	-	456	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	446	69	-	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	69	-	-
Stage 1	-	-	-	-	-	-	-	-	-	253	-	-
Stage 2	-	-	-	-	-	-	-	-	-	456	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	12.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	507
HCM Lane V/C Ratio	-	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	-	12.1
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	140.7

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	453	604	17	34	43	544	46	58	0	83	23	1	313
Future Vol, veh/h	453	604	17	34	43	544	46	58	0	83	23	1	313
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	360	-	150	-	75	-	150	150	-	-	-	-	75
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	503	671	19	37	48	604	51	64	0	92	26	1	348

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	655	0	0	671	690	0	0	2150	2502	336	2116	2470	302
Stage 1	-	-	-	-	-	-	-	1677	1677	-	774	774	-
Stage 2	-	-	-	-	-	-	-	473	825	-	1342	1696	-
Critical Hdwy	4.14	-	-	6.44	4.22	-	-	7.54	6.54	6.96	7.54	6.54	6.94
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	2.22	-	-	2.52	2.26	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	928	-	-	539	874	-	-	~ 27	28	657	29	30	694
Stage 1	-	-	-	-	-	-	-	99	150	-	357	406	-
Stage 2	-	-	-	-	-	-	-	541	385	-	160	147	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	928	-	-	636	636	-	-	~ 7	11	657	~ 13	12	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 7	11	-	~ 13	12	-
Stage 1	-	-	-	-	-	-	-	~ 45	69	-	164	352	-
Stage 2	-	-	-	-	-	-	-	233	333	-	63	67	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	5.6	1.3	$ 1948	90.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	7	657	928	-	-	636	-	-	13	694
HCM Lane V/C Ratio	9.206	0.14	0.542	-	-	0.133	-	-	2.051	0.501
HCM Control Delay (s)	$ 4719.4	11.4	13.4	-	-	11.5	-	-	$ 1076.6	15.3
HCM Lane LOS	F	B	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	9.7	0.5	3.3	-	-	0.5	-	-	4.1	2.8

Notes

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	3	748	11	34	25	648	4	0	0	71	2	0	7
Future Vol, veh/h	3	748	11	34	25	648	4	0	0	71	2	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	3	831	12	37	28	720	4	0	0	79	2	0	8

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	724	0	0	843	843	0	0	-	-	422	1274	1701	362
Stage 1	-	-	-	-	-	-	-	-	-	-	852	852	-
Stage 2	-	-	-	-	-	-	-	-	-	-	422	849	-
Critical Hdwy	4.14	-	-	6.44	4.3	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.52	2.3	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	874	-	-	419	740	-	-	0	0	580	124	91	635
Stage 1	-	-	-	-	-	-	-	0	0	-	321	374	-
Stage 2	-	-	-	-	-	-	-	0	0	-	580	375	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	874	-	-	469	469	-	-	-	-	580	95	78	635
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	95	78	-
Stage 1	-	-	-	-	-	-	-	-	-	-	320	322	-
Stage 2	-	-	-	-	-	-	-	-	-	-	499	374	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	1.1	12.2	18.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	580	874	-	-	469	-	-	281
HCM Lane V/C Ratio	0.136	0.004	-	-	0.138	-	-	0.036
HCM Control Delay (s)	12.2	9.1	-	-	13.9	-	-	18.3
HCM Lane LOS	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.5	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	5	25	823	659	49	0	78
Future Vol, veh/h	5	25	823	659	49	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	5	28	914	732	54	0	87

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	787	786	0	-	0	-	393
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	455	829	-	-	-	0	606
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	703	703	-	-	-	-	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	703	-	-	-	606
HCM Lane V/C Ratio	0.047	-	-	-	0.143
HCM Control Delay (s)	10.4	-	-	-	11.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	124	593	112	0	450	198	138	743	134	246	415	105
Future Volume (veh/h)	124	593	112	0	450	198	138	743	134	246	415	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	138	659	124	0	500	220	153	826	149	273	461	117
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	293	1262	237	227	1099	490	416	1203	459	330	1362	608
Arrive On Green	0.07	0.42	0.42	0.00	0.10	0.10	0.07	0.34	0.34	0.11	0.38	0.38
Sat Flow, veh/h	1781	2985	561	1767	3554	1585	1781	3554	1585	1767	3554	1585
Grp Volume(v), veh/h	138	392	391	0	500	220	153	826	149	273	461	117
Grp Sat Flow(s),veh/h/ln	1781	1777	1769	1767	1777	1585	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	7.7	24.5	24.6	0.0	19.9	19.6	8.3	30.0	18.4	14.6	13.8	7.4
Cycle Q Clear(g_c), s	7.7	24.5	24.6	0.0	19.9	19.6	8.3	30.0	18.4	14.6	13.8	7.4
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	751	748	227	1099	490	416	1203	459	330	1362	608
V/C Ratio(X)	0.47	0.52	0.52	0.00	0.46	0.45	0.37	0.69	0.32	0.83	0.34	0.19
Avail Cap(c_a), veh/h	321	751	748	304	1099	490	468	1203	459	453	1362	608
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	32.0	32.1	0.0	55.4	55.3	28.9	42.8	98.6	31.5	32.8	30.8
Incr Delay (d2), s/veh	1.2	2.6	2.6	0.0	1.4	3.0	0.5	1.7	0.5	8.9	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	10.8	10.8	0.0	9.7	8.8	3.6	13.2	7.6	6.8	6.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	34.6	34.7	0.0	56.8	58.3	29.5	44.5	99.1	40.4	33.4	31.5
LnGrp LOS	C	C	C	A	E	E	C	D	F	D	C	C
Approach Vol, veh/h		921			720			1128			851	
Approach Delay, s/veh		34.5			57.3			49.7			35.4	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	69.4	16.8	63.8	17.1	52.4	23.5	57.1
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 6.7	45.0	* 15	57.5	* 12	39.6	* 28	44.7
Max Q Clear Time (g_c+I1), s	0.0	26.6	10.3	15.8	9.7	21.9	16.6	32.0
Green Ext Time (p_c), s	0.0	5.1	0.1	4.2	0.1	4.2	0.6	5.4

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
Future Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	836	41	88	578	67	7	2	88	60	1	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	645	0	0	877	0	0	1569	1924	439	1453	1911	323
Stage 1	-	-	-	-	-	-	1103	1103	-	788	788	-
Stage 2	-	-	-	-	-	-	466	821	-	665	1123	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	936	-	-	766	-	-	75	66	566	91	67	673
Stage 1	-	-	-	-	-	-	225	285	-	350	400	-
Stage 2	-	-	-	-	-	-	546	387	-	416	279	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	766	-	-	52	51	566	61	52	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	51	-	61	52	-
Stage 1	-	-	-	-	-	-	196	248	-	304	354	-
Stage 2	-	-	-	-	-	-	414	342	-	303	242	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.2	19.4	96.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	52	566	936	-	-	766	-	-	61	673
HCM Lane V/C Ratio	0.171	0.155	0.132	-	-	0.115	-	-	1.002	0.14
HCM Control Delay (s)	88	12.5	9.4	-	-	10.3	-	-	227.5	11.2
HCM Lane LOS	F	B	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	0.6	0.5	0.5	-	-	0.4	-	-	4.8	0.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	819	6	4	552	59	4	1	35	63	0	59
Future Vol, veh/h	79	819	6	4	552	59	4	1	35	63	0	59
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	225	-	-	315	-	-	-	-	350	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	910	7	4	613	66	4	1	39	70	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	679	0	0	917	0	0	1405	1777	459	1286	1747	340
Stage 1	-	-	-	-	-	-	1090	1090	-	654	654	-
Stage 2	-	-	-	-	-	-	315	687	-	632	1093	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	909	-	-	740	-	-	99	82	549	122	85	656
Stage 1	-	-	-	-	-	-	230	289	-	422	461	-
Stage 2	-	-	-	-	-	-	671	446	-	435	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	909	-	-	740	-	-	82	74	549	103	76	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	74	-	103	76	-
Stage 1	-	-	-	-	-	-	208	261	-	381	459	-
Stage 2	-	-	-	-	-	-	601	444	-	364	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	17.2	53.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	80	549	909	-	-	740	-	-	103	656
HCM Lane V/C Ratio	0.069	0.071	0.097	-	-	0.006	-	-	0.68	0.1
HCM Control Delay (s)	53.3	12.1	9.4	-	-	9.9	-	-	93.9	11.1
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0.2	0.3	-	-	0	-	-	3.5	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	908	5	393	591	2	16	0	370	7	0	27
Future Volume (veh/h)	9	908	5	393	591	2	16	0	370	7	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1009	6	437	657	2	18	0	411	8	0	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	1156	7	465	1918	6	565	0	588	124	17	419
Arrive On Green	0.00	0.11	0.11	0.22	0.53	0.53	0.37	0.00	0.37	0.37	0.00	0.37
Sat Flow, veh/h	1781	3622	22	1781	3634	11	1396	0	1585	255	46	1131
Grp Volume(v), veh/h	10	495	520	437	321	338	18	0	411	38	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1868	1396	0	1585	1432	0	0
Q Serve(g_s), s	0.6	41.2	41.2	29.9	15.6	15.6	0.0	0.0	33.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	41.2	41.2	29.9	15.6	15.6	1.0	0.0	33.0	2.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.01	1.00		1.00	0.21		0.79
Lane Grp Cap(c), veh/h	316	567	596	465	938	986	565	0	588	560	0	0
V/C Ratio(X)	0.03	0.87	0.87	0.94	0.34	0.34	0.03	0.00	0.70	0.07	0.00	0.00
Avail Cap(c_a), veh/h	356	655	688	606	1127	1185	565	0	588	560	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.1	64.1	64.1	43.4	20.4	20.4	30.0	0.0	40.1	30.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.2	10.8	19.7	0.2	0.2	0.1	0.0	6.8	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	21.5	22.5	18.3	6.4	6.7	0.4	0.0	13.7	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	75.3	74.9	63.1	20.6	20.6	30.1	0.0	46.9	30.6	0.0	0.0
LnGrp LOS	C	E	E	E	C	C	C	A	D	C	A	A
Approach Vol, veh/h		1025			1096			429			38	
Approach Delay, s/veh		74.7			37.6			46.2			30.6	
Approach LOS		E			D			D			C	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		60.1	37.5	52.4		60.1	6.2	83.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		36.3	44.9	55.3		36.3	5.1	95.1
Max Q Clear Time (g_c+I1), s		35.0	31.9	43.2		4.2	2.6	17.6
Green Ext Time (p_c), s		0.2	1.1	4.7		0.2	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1302	13	0	996	0	0	0	7	0	0	0
Future Vol, veh/h	0	1302	13	0	996	0	0	0	7	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	-	-	Stop
Storage Length	-	-	-	275	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	90	90	92	90	92	90	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	50	2	2	2
Mvmt Flow	0	1447	14	0	1107	0	0	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1461	0	0	-	-	731	-	-	554
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	7.9	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	-	3.8	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	458	-	-	0	0	273	0	0	476
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	458	-	-	-	-	273	-	-	476
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.6	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	-	-	458	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-	-	-	-
HCM Control Delay (s)	18.6	-	-	0	-	-	0
HCM Lane LOS	C	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1251	14	0	953	20	1
Future Vol, veh/h	1251	14	0	953	20	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1390	16	0	1059	22	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	1920	695
Stage 1	-	-	-	-	1390	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	-	-	-	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.6	3.32
Pot Cap-1 Maneuver	-	-	0	-	54	385
Stage 1	-	-	0	-	183	-
Stage 2	-	-	0	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	54	385
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	533	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	385	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Future Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	1163	0	0	837	18	0	0	0	101	0	208
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	1473	657	112	974	21	579	845	0	766	0	833
Arrive On Green	0.11	0.41	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.04	0.00	0.53
Sat Flow, veh/h	1781	3554	1585	1781	3557	76	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	247	1163	0	0	418	437	0	0	0	101	0	208
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1857	1781	1870	0	1781	0	1585
Q Serve(g_s), s	14.5	42.7	0.0	0.0	33.5	33.5	0.0	0.0	0.0	4.4	0.0	10.7
Cycle Q Clear(g_c), s	14.5	42.7	0.0	0.0	33.5	33.5	0.0	0.0	0.0	4.4	0.0	10.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	1473	657	112	486	508	579	845	0	766	0	833
V/C Ratio(X)	0.89	0.79	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.13	0.00	0.25
Avail Cap(c_a), veh/h	287	2144	956	170	925	967	639	845	0	902	0	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	38.2	0.0	0.0	51.7	51.7	0.0	0.0	0.0	19.2	0.0	19.4
Incr Delay (d2), s/veh	26.6	1.3	0.0	0.0	4.6	4.4	0.0	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	18.3	0.0	0.0	15.2	15.9	0.0	0.0	0.0	1.9	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	39.5	0.0	0.0	56.3	56.1	0.0	0.0	0.0	19.3	0.0	19.6
LnGrp LOS	E	D	A	A	E	E	A	A	A	B	A	B
Approach Vol, veh/h		1410			855			0			309	
Approach Delay, s/veh		43.8			56.2			0.0			19.5	
Approach LOS		D			E						B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	72.2	0.0	66.7	0.0	83.3	21.1	45.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.5	5.0	90.5	5.1	31.4	17.4	78.1
Max Q Clear Time (g_c+I1), s	6.4	0.0	0.0	44.7	0.0	12.7	16.5	35.5
Green Ext Time (p_c), s	0.2	0.0	0.0	10.0	0.0	1.2	0.1	5.5

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	591	6	5	1112	13	2
Future Vol, veh/h	591	6	5	1112	13	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	7	6	1236	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1909	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	925	-	75	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	73	462
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	925	-
HCM Lane V/C Ratio	0.081	-	-	0.006	-
HCM Control Delay (s)	24.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Future Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1037	36	6	752	2	58	0	10	16	2	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	73	1465	50	470	1646	4	118	0	13	61	15	55
Arrive On Green	0.88	0.88	0.88	0.88	0.88	0.88	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	54	1660	57	526	1865	5	1281	0	221	486	270	965
Grp Volume(v), veh/h	1120	0	0	6	0	754	68	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1771	0	0	526	0	1869	1502	0	0	1721	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.9	3.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.6	0.0	0.0	0.4	0.0	11.9	6.5	0.0	0.0	3.4	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.56
Lane Grp Cap(c), veh/h	1589	0	0	470	0	1651	130	0	0	132	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.01	0.00	0.46	0.52	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	1589	0	0	470	0	1651	220	0	0	232	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	1.1	0.0	1.7	69.6	0.0	0.0	68.3	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.9	3.2	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	0.0	0.0	2.1	2.7	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.2	0.0	0.0	1.1	0.0	2.6	72.8	0.0	0.0	69.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1120			760			68			41	
Approach Delay, s/veh		5.2			2.6			72.8			69.6	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		136.9		13.1		136.9		13.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		122.5		18.5		122.5		18.5				
Max Q Clear Time (g_c+I1), s		28.6		8.5		13.9		5.4				
Green Ext Time (p_c), s		14.1		0.2		5.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
Future Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	37	1	58	18	2	51	51	1584	7	24	1047	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1990	2788	524	2262	2815	796	1077	0	0	1591	0	0
Stage 1	1095	1095	-	1690	1690	-	-	-	-	-	-	-
Stage 2	895	1693	-	572	1125	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 36	18	498	22	18	330	626	-	-	408	-	-
Stage 1	226	288	-	97	148	-	-	-	-	-	-	-
Stage 2	300	147	-	472	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 24	16	498	~ 17	16	330	626	-	-	408	-	-
Mov Cap-2 Maneuver	~ 24	16	-	~ 17	16	-	-	-	-	-	-	-
Stage 1	208	271	-	89	136	-	-	-	-	-	-	-
Stage 2	229	135	-	391	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	258.9	$ 366.4	0.4	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	626	-	-	24	498	53	408	-	-
HCM Lane V/C Ratio	0.082	-	-	1.574	0.116	1.342	0.06	-	-
HCM Control Delay (s)	11.3	-	-	$ 634.8	13.2	$ 366.4	14.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.7	0.4	6.4	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Future Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	27	5	424	27	0	55	1277	403	1	679	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	79	15	478	501	0	369	1635	729	164	1635	729
Arrive On Green	0.05	0.05	0.05	0.27	0.27	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	1535	284	1781	1870	0	757	3554	1585	294	3554	1585
Grp Volume(v), veh/h	27	0	32	424	27	0	55	1277	403	1	679	5
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1870	0	757	1777	1585	294	1777	1585
Q Serve(g_s), s	0.9	0.0	1.0	14.0	0.7	0.0	3.2	18.6	11.3	0.2	7.8	0.1
Cycle Q Clear(g_c), s	0.9	0.0	1.0	14.0	0.7	0.0	11.0	18.6	11.3	18.7	7.8	0.1
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	0	94	478	501	0	369	1635	729	164	1635	729
V/C Ratio(X)	0.29	0.00	0.34	0.89	0.05	0.00	0.15	0.78	0.55	0.01	0.42	0.01
Avail Cap(c_a), veh/h	523	0	534	537	564	0	422	1883	840	184	1883	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.1	21.6	16.7	0.0	14.7	14.0	12.0	21.9	11.1	9.0
Incr Delay (d2), s/veh	1.7	0.0	2.1	15.3	0.0	0.0	0.2	1.9	0.7	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	7.4	0.3	0.0	0.5	6.1	3.2	0.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	30.2	36.9	16.7	0.0	14.9	15.9	12.6	21.9	11.2	9.0
LnGrp LOS	C	A	C	D	B	A	B	B	B	C	B	A
Approach Vol, veh/h		59			451			1735			685	
Approach Delay, s/veh		30.0			35.7			15.1			11.2	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.7		7.7		32.7		20.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		20.6		3.0		20.7		16.0				
Green Ext Time (p_c), s		7.6		0.1		3.3		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
Future Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	81	0	58	8	1106	106	98	589	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1357	2016	298	1666	1966	606	595	0	0	1212	0	0
Stage 1	788	788	-	1175	1175	-	-	-	-	-	-	-
Stage 2	569	1228	-	491	791	-	-	-	-	-	-	-
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	108	58	698	~ 63	62	440	977	-	-	571	-	-
Stage 1	350	400	-	204	264	-	-	-	-	-	-	-
Stage 2	474	249	-	528	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	48	698	~ 54	51	440	977	-	-	571	-	-
Mov Cap-2 Maneuver	232	133	-	177	198	-	-	-	-	-	-	-
Stage 1	347	331	-	202	262	-	-	-	-	-	-	-
Stage 2	408	247	-	434	330	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	10.2	30.2	0.1	1.8
HCM LOS	B	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	977	-	-	-	698	177	440	571	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.008	0.458	0.131	0.171	-	-
HCM Control Delay (s)	8.7	-	-	0	10.2	41.5	14.4	12.6	-	-
HCM Lane LOS	A	-	-	A	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	2.2	0.4	0.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

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	1	0	1	0	0	0	7	1176	0	0	877	5
Future Vol, veh/h	1	0	1	0	0	0	7	1176	0	0	877	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	8	1307	0	0	974	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1647	2300	490	1810	2303	654	980	0	0	1307	0	0
Stage 1	977	977	-	1323	1323	-	-	-	-	-	-	-
Stage 2	670	1323	-	487	980	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	65	38	501	49	38	409	700	-	-	525	-	-
Stage 1	269	327	-	165	224	-	-	-	-	-	-	-
Stage 2	413	224	-	531	326	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	63	36	501	47	36	409	700	-	-	525	-	-
Mov Cap-2 Maneuver	63	36	-	47	36	-	-	-	-	-	-	-
Stage 1	258	327	-	158	215	-	-	-	-	-	-	-
Stage 2	396	215	-	530	326	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.8	0	0.3	0
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	700	-	-	112	-	525	-	-
HCM Lane V/C Ratio	0.011	-	-	0.02	-	-	-	-
HCM Control Delay (s)	10.2	0.2	-	37.8	0	0	-	-
HCM Lane LOS	B	A	-	E	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	840
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	309
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	309	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2141	556
Stage 1	-	-	-	-	1067	-
Stage 2	-	-	-	-	1074	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	624	-	-	-	~ 42	475
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	624	-	-	-	~ 30	475
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	289	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	624	-	-	-	124	475
HCM Lane V/C Ratio	0.282	-	-	-	0.377	0.197
HCM Control Delay (s)	13	-	-	-	50.6	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.2	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1064
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	270
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	270
HCM Lane V/C Ratio	-	-	-	0.173
HCM Control Delay (s)	-	-	-	21.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	48	87	15	49
Demand Flow Rate, veh/h	49	89	15	50
Vehicles Circulating, veh/h	44	26	72	65
Vehicles Exiting, veh/h	71	61	21	50
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.3	2.9	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	49	89	15	50
Cap Entry Lane, veh/h	1319	1344	1282	1291
Entry HV Adj Factor	0.989	0.977	0.993	0.976
Flow Entry, veh/h	48	87	15	49
Cap Entry, veh/h	1305	1312	1274	1260
V/C Ratio	0.037	0.066	0.012	0.039
Control Delay, s/veh	3.1	3.3	2.9	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	20	176	1013	22	64	813
Future Vol, veh/h	20	176	1013	22	64	813
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	-	-	-	75	-
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	9	2	2
Mvmt Flow	22	196	1126	24	71	903

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1732	575	0	0	1150	0
Stage 1	1138	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	79	461	-	-	603	-
Stage 1	268	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	70	461	-	-	603	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	45.4	0	0.9
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	294	603	-
HCM Lane V/C Ratio	-	-	0.741	0.118	-
HCM Control Delay (s)	-	-	45.4	11.8	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	5.5	0.4	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	649	34	44	1146	2	49	0	28	0	0	1
Future Volume (veh/h)	1	649	34	44	1146	2	49	0	28	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	721	38	49	1273	2	54	0	31	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	1502	79	283	1593	3	734	0	733	0	0	733
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.46	0.00	0.46	0.00	0.00	0.46
Sat Flow, veh/h	434	3434	181	706	3640	6	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	1	373	386	49	621	654	54	0	31	0	0	1
Grp Sat Flow(s),veh/h/ln	434	1777	1838	706	1777	1869	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.2	13.4	13.5	4.8	27.2	27.2	1.9	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	27.4	13.4	13.5	18.2	27.2	27.2	1.9	0.0	1.0	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	139	777	804	283	777	818	734	0	733	0	0	733
V/C Ratio(X)	0.01	0.48	0.48	0.17	0.80	0.80	0.07	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	251	1236	1278	466	1236	1300	734	0	733	0	0	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	18.0	18.0	24.5	21.9	21.9	13.5	0.0	13.3	0.0	0.0	13.0
Incr Delay (d2), s/veh	0.0	0.5	0.4	0.3	2.0	1.9	0.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.2	0.8	10.5	11.0	0.6	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	18.5	18.5	24.8	23.9	23.8	13.7	0.0	13.4	0.0	0.0	13.0
LnGrp LOS	C	B	B	C	C	C	B	A	B	A	A	B
Approach Vol, veh/h		760			1324			85			1	
Approach Delay, s/veh		18.5			23.9			13.6			13.0	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.1		43.9		46.1		43.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.4		62.6		18.4		62.6				
Max Q Clear Time (g_c+I1), s		3.9		29.4		2.0		29.2				
Green Ext Time (p_c), s		0.2		4.7		0.0		10.2				

Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	609	54	0	1210	0	0	0	0	0	0	1
Future Vol, veh/h	0	609	54	0	1210	0	0	0	0	0	0	1
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	-	-	100	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	677	60	0	1344	0	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	339	-	-	672
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	657	0	0	398
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	657	-	-	398
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	14.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	398
HCM Lane V/C Ratio	-	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	-	14.1
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	27.3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	204	389	10	11	153	704	18	37	1	60	18	1	593
Future Vol, veh/h	204	389	10	11	153	704	18	37	1	60	18	1	593
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	360	-	-	-	100	-	150	-	-	-	75	-	75
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	227	432	11	12	170	782	20	41	1	67	20	1	659

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	802	0	0	443	443	0	0	1648	2058	222	1817	2043	391
Stage 1	-	-	-	-	-	-	-	892	892	-	1146	1146	-
Stage 2	-	-	-	-	-	-	-	756	1166	-	671	897	-
Critical Hdwy	4.14	-	-	6.44	4.22	-	-	7.54	6.54	6.96	7.54	6.54	6.94
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	2.22	-	-	2.52	2.26	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	817	-	-	752	1086	-	-	65	54	779	49	56	~ 608
Stage 1	-	-	-	-	-	-	-	303	358	-	212	272	-
Stage 2	-	-	-	-	-	-	-	366	266	-	412	357	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	817	-	-	1047	1047	-	-	-	32	779	30	33	~ 608
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	32	-	30	33	-
Stage 1	-	-	-	-	-	-	-	219	258	-	153	225	-
Stage 2	-	-	-	-	-	-	-	-	220	-	271	258	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	3.8	1.7		91.7
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2	SWLn3
Capacity (veh/h)	-	817	-	-	1047	-	-	30	33	608
HCM Lane V/C Ratio	-	0.277	-	-	0.174	-	-	0.667	0.034	1.084
HCM Control Delay (s)	-	11.1	-	-	9.2	-	-	254	117.9	86.7
HCM Lane LOS	-	B	-	-	A	-	-	F	F	F
HCM 95th %tile Q(veh)	-	1.1	-	-	0.6	-	-	2.2	0.1	19.2

Notes

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	4	493	6	11	48	1052	10	0	0	89	0	1	3
Future Vol, veh/h	4	493	6	11	48	1052	10	0	0	89	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	4	548	7	12	53	1169	11	0	0	99	0	1	3

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1180	0	0	554	555	0	0	-	-	278	1587	1868	590
Stage 1	-	-	-	-	-	-	-	-	-	-	1305	1305	-
Stage 2	-	-	-	-	-	-	-	-	-	-	282	563	-
Critical Hdwy	4.14	-	-	6.44	4.3	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.52	2.3	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	588	-	-	640	958	-	-	0	0	719	73	72	451
Stage 1	-	-	-	-	-	-	-	0	0	-	169	228	-
Stage 2	-	-	-	-	-	-	-	0	0	-	701	507	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	588	-	-	848	848	-	-	-	-	719	59	66	451
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	59	66	-
Stage 1	-	-	-	-	-	-	-	-	-	-	168	210	-
Stage 2	-	-	-	-	-	-	-	-	-	-	600	503	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0.5	10.8	25.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	719	588	-	-	848	-	-	183
HCM Lane V/C Ratio	0.138	0.008	-	-	0.077	-	-	0.024
HCM Control Delay (s)	10.8	11.2	-	-	9.6	-	-	25.2
HCM Lane LOS	B	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	10	37	534	1128	48	0	37
Future Vol, veh/h	10	37	534	1128	48	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	11	41	593	1253	53	0	41

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1307	1306	0	-	0	1681	653
Stage 1	-	-	-	-	-	1280	-
Stage 2	-	-	-	-	-	401	-
Critical Hdwy	6.44	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	210	526	-	-	-	85	410
Stage 1	-	-	-	-	-	225	-
Stage 2	-	-	-	-	-	645	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	385	385	-	-	-	74	410
Mov Cap-2 Maneuver	-	-	-	-	-	74	-
Stage 1	-	-	-	-	-	195	-
Stage 2	-	-	-	-	-	645	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	385	-	-	-	-	410
HCM Lane V/C Ratio	0.135	-	-	-	-	0.1
HCM Control Delay (s)	15.8	-	-	-	0	14.8
HCM Lane LOS	C	-	-	-	A	B
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	142	301	85	112	573	117	11	399	54	196	783	610
Future Volume (veh/h)	142	301	85	112	573	117	11	399	54	196	783	610
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	158	334	94	124	637	130	12	443	60	218	1113	516
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	280	824	228	354	1015	453	141	1288	675	453	1636	693
Arrive On Green	0.08	0.30	0.30	0.06	0.29	0.29	0.02	0.36	0.36	0.09	0.44	0.44
Sat Flow, veh/h	1781	2748	762	1767	3554	1585	1781	3554	1585	1767	3741	1585
Grp Volume(v), veh/h	158	214	214	124	637	130	12	443	60	218	1113	516
Grp Sat Flow(s),veh/h/ln	1781	1777	1733	1767	1777	1585	1781	1777	1585	1767	1870	1585
Q Serve(g_s), s	8.7	13.5	13.9	6.9	22.0	9.0	0.6	12.8	3.2	10.6	33.6	38.3
Cycle Q Clear(g_c), s	8.7	13.5	13.9	6.9	22.0	9.0	0.6	12.8	3.2	10.6	33.6	38.3
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	533	520	354	1015	453	141	1288	675	453	1636	693
V/C Ratio(X)	0.57	0.40	0.41	0.35	0.63	0.29	0.09	0.34	0.09	0.48	0.68	0.74
Avail Cap(c_a), veh/h	344	582	568	369	1015	453	190	1288	675	514	1636	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	39.3	39.4	32.7	43.8	39.2	29.4	32.7	24.2	23.8	31.8	33.1
Incr Delay (d2), s/veh	1.8	0.6	0.6	0.6	2.9	1.6	0.3	0.2	0.1	0.8	2.3	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.9	5.9	3.0	9.9	3.7	0.3	5.4	1.2	4.4	15.2	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	39.9	40.1	33.3	46.8	40.8	29.6	32.9	24.3	24.6	34.1	40.2
LnGrp LOS	D	D	D	C	D	D	C	C	C	C	C	D
Approach Vol, veh/h		586			891			515			1847	
Approach Delay, s/veh		38.7			44.0			31.8			34.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	48.3	8.6	68.0	18.2	46.3	19.1	57.4
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 10	46.2	* 6.1	61.7	* 16	40.3	* 18	50.1
Max Q Clear Time (g_c+I1), s	8.9	15.9	2.6	40.3	10.7	24.0	12.6	14.8
Green Ext Time (p_c), s	0.0	2.9	0.0	11.7	0.2	4.7	0.3	3.7

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	370	13	68	656	61	0	4	11	46	1	141
Future Vol, veh/h	108	370	13	68	656	61	0	4	11	46	1	141
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	411	14	76	729	68	0	4	12	51	1	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	0	425	0	0	1175	1607	213	1363	1580	399
Stage 1	-	-	-	-	-	-	658	658	-	915	915	-
Stage 2	-	-	-	-	-	-	517	949	-	448	665	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	821	-	-	1131	-	-	147	104	792	107	108	601
Stage 1	-	-	-	-	-	-	420	459	-	294	350	-
Stage 2	-	-	-	-	-	-	509	337	-	560	456	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	821	-	-	1131	-	-	91	83	792	85	86	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	83	-	85	86	-
Stage 1	-	-	-	-	-	-	359	392	-	251	327	-
Stage 2	-	-	-	-	-	-	350	314	-	465	389	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	20.6	34.7
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	83	792	821	-	-	1131	-	-	85	601
HCM Lane V/C Ratio	0.054	0.015	0.146	-	-	0.067	-	-	0.614	0.261
HCM Control Delay (s)	50.8	9.6	10.1	-	-	8.4	-	-	99.3	13.1
HCM Lane LOS	F	A	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0	0.5	-	-	0.2	-	-	2.8	1

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	418	4	0	795	40	2	0	14	61	0	23
Future Vol, veh/h	25	418	4	0	795	40	2	0	14	61	0	23
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	225	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	464	4	0	883	44	2	0	16	68	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	927	0	0	468	0	0	964	1449	234	1193	1429	464
Stage 1	-	-	-	-	-	-	522	522	-	905	905	-
Stage 2	-	-	-	-	-	-	442	927	-	288	524	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	733	-	-	1090	-	-	210	130	768	142	134	545
Stage 1	-	-	-	-	-	-	506	529	-	298	353	-
Stage 2	-	-	-	-	-	-	564	345	-	695	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	733	-	-	1090	-	-	194	125	768	135	129	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	125	-	135	129	-
Stage 1	-	-	-	-	-	-	487	509	-	287	353	-
Stage 2	-	-	-	-	-	-	538	345	-	655	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	11.6	43.9
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	561	733	-	-	1090	-	-	135	545
HCM Lane V/C Ratio	0.032	0.038	-	-	-	-	-	0.502	0.047
HCM Control Delay (s)	11.6	10.1	-	-	0	-	-	55.9	11.9
HCM Lane LOS	B	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	2.4	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	384	9	417	717	75	6	0	258	16	0	147
Future Volume (veh/h)	146	384	9	417	717	75	6	0	258	16	0	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	427	10	463	797	83	7	0	287	18	0	163
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	439	830	19	705	1217	127	472	0	366	104	19	325
Arrive On Green	0.10	0.23	0.23	0.24	0.37	0.37	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	3549	83	1781	3248	338	1357	0	1585	72	84	1410
Grp Volume(v), veh/h	162	214	223	463	436	444	7	0	287	181	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1855	1781	1777	1809	1357	0	1585	1565	0	0
Q Serve(g_s), s	3.0	4.7	4.8	7.7	9.2	9.2	0.0	0.0	7.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	4.7	4.8	7.7	9.2	9.2	0.2	0.0	7.7	4.4	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.19	1.00		1.00	0.10		0.90
Lane Grp Cap(c), veh/h	439	415	434	705	666	678	472	0	366	449	0	0
V/C Ratio(X)	0.37	0.51	0.52	0.66	0.65	0.65	0.01	0.00	0.78	0.40	0.00	0.00
Avail Cap(c_a), veh/h	483	1390	1451	1086	1977	2013	742	0	716	783	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	15.1	15.1	8.2	11.8	11.8	13.5	0.0	16.4	15.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	1.0	0.9	1.0	1.1	1.1	0.0	0.0	3.7	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.6	1.7	1.8	2.7	2.7	0.0	0.0	2.5	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	16.1	16.1	9.2	12.9	12.8	13.5	0.0	20.1	15.7	0.0	0.0
LnGrp LOS	B	B	B	A	B	B	B	A	C	B	A	A
Approach Vol, veh/h		599			1343			294			181	
Approach Delay, s/veh		14.9			11.6			20.0			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		15.0	15.3	15.1		15.0	8.9	21.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		20.5	20.5	35.5		20.5	5.5	50.5
Max Q Clear Time (g_c+I1), s		9.7	9.7	6.8		6.4	5.0	11.2
Green Ext Time (p_c), s		0.8	1.1	2.3		0.9	0.0	5.8

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	634	0	0	1093	0	0	0	0	0	0	0
Future Vol, veh/h	0	634	0	0	1093	0	0	0	0	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	-	-	Stop
Storage Length	315	-	-	275	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	90	90	92	90	92	90	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	50	2	2	2
Mvmt Flow	0	704	0	0	1214	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1214	0	0	704	0	0	-	-	352	-	-	607
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	7.9	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.8	-	-	3.32
Pot Cap-1 Maneuver	570	-	-	890	-	-	0	0	524	0	0	439
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	570	-	-	890	-	-	-	-	524	-	-	439
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	570	-	-	890	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↰↑↑		↱
Traffic Vol, veh/h	622	5	3	1160	25	1
Future Vol, veh/h	622	5	3	1160	25	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	691	6	3	1289	28	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	697	0	1342	346
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	-	-	4.14	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.22	-	3.6	3.32
Pot Cap-1 Maneuver	-	-	895	-	134	650
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	895	-	132	650
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	650	-	-	895	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Future Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	2796	1247	24	2182	0	112	3	0	245	0	121
Arrive On Green	0.01	0.79	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1781	3554	1585	0	3741	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	0	1777	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.0	3.3	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.4	0.0	2.1
Cycle Q Clear(g_c), s	0.0	3.3	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.4	0.0	2.1
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	2796	1247	0	0	0	112	3	0	245	0	121
V/C Ratio(X)	0.08	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.43
Avail Cap(c_a), veh/h	313	4735	2112	0	0	0	313	555	0	584	0	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0.0	29.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.2	0.0	31.4
LnGrp LOS	D	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		691			1277			0			64	
Approach Delay, s/veh		2.6			0.0			0.0			30.8	
Approach LOS		A			A						C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	0.0		56.2	0.0	9.5	5.4	50.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	19.5		87.5	7.5	29.5	7.5	87.5
Max Q Clear Time (g_c+I1), s	2.4	0.0		5.3	0.0	4.1	2.0	34.4
Green Ext Time (p_c), s	0.0	0.0		4.8	0.0	0.2	0.0	11.9

Intersection Summary	
HCM 6th Ctrl Delay	1.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	591	6	5	1112	13	2
Future Vol, veh/h	591	6	5	1112	13	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	7	6	1236	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1909	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	925	-	75	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	73	462
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	925	-
HCM Lane V/C Ratio	0.081	-	-	0.006	-
HCM Control Delay (s)	24.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	474	102	49	990	0	135	3	39	14	2	32
Future Volume (veh/h)	21	474	102	49	990	0	135	3	39	14	2	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1841	1841	0	1856	1826	1856	1781	1870	1707
Adj Flow Rate, veh/h	23	527	113	54	1100	0	150	3	43	16	2	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	4	4	0	3	5	3	8	2	13
Cap, veh/h	44	701	146	194	1234	0	320	13	77	139	36	266
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	15	1046	218	776	1841	0	1058	52	312	392	144	1073
Grp Volume(v), veh/h	663	0	0	54	1100	0	196	0	0	54	0	0
Grp Sat Flow(s),veh/h/ln	1279	0	0	776	1841	0	1422	0	0	1610	0	0
Q Serve(g_s), s	13.1	0.0	0.0	0.0	54.2	0.0	10.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	67.3	0.0	0.0	25.2	54.2	0.0	12.9	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.03		0.17	1.00		0.00	0.77		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	891	0	0	194	1234	0	410	0	0	442	0	0
V/C Ratio(X)	0.74	0.00	0.00	0.28	0.89	0.00	0.48	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1320	0	0	399	1720	0	410	0	0	442	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	10.2	14.9	0.0	35.9	0.0	0.0	32.4	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.8	4.7	0.0	3.9	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	0.0	0.6	19.6	0.0	5.0	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	10.9	19.7	0.0	39.9	0.0	0.0	32.9	0.0	0.0
LnGrp LOS	B	A	A	B	B	A	D	A	A	C	A	A
Approach Vol, veh/h		663			1154			196			54	
Approach Delay, s/veh		13.6			19.3			39.9			32.9	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	32.0	78.8	32.0	78.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	103.5	27.5	103.5
Max Q Clear Time (g_c+I1), s	14.9	69.3	4.8	56.2
Green Ext Time (p_c), s	0.8	5.0	0.2	12.5

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1	47	3	0	6	69	859	19	29	1465	41
Future Vol, veh/h	19	1	47	3	0	6	69	859	19	29	1465	41
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	21	1	52	3	0	7	77	954	21	32	1628	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2323	2821	814	1998	2857	488	1674	0	0	975	0	0
Stage 1	1692	1692	-	1119	1119	-	-	-	-	-	-	-
Stage 2	631	1129	-	879	1738	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 20	18	321	35	17	526	366	-	-	703	-	-
Stage 1	96	147	-	220	280	-	-	-	-	-	-	-
Stage 2	433	277	-	309	140	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 16	14	321	22	13	526	366	-	-	703	-	-
Mov Cap-2 Maneuver	~ 16	14	-	22	13	-	-	-	-	-	-	-
Stage 1	76	140	-	174	221	-	-	-	-	-	-	-
Stage 2	338	219	-	245	134	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	222.6	75.3	1.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	366	-	-	16	321	61	703	-	-
HCM Lane V/C Ratio	0.209	-	-	1.389	0.163	0.164	0.046	-	-
HCM Control Delay (s)	17.4	-	-	$ 702.6	18.4	75.3	10.4	-	-
HCM Lane LOS	C	-	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-	3.3	0.6	0.5	0.1	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	15	12	20	369	25	0	65	632	259	0	1170	5
Future Volume (veh/h)	15	12	20	369	25	0	65	632	259	0	1170	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	13	22	410	27	0	71	702	288	0	1300	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	29	49	459	482	0	197	1739	776	110	1777	7
Arrive On Green	0.05	0.05	0.05	0.26	0.26	0.00	0.49	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1781	624	1056	1781	1870	0	422	3554	1585	569	3631	14
Grp Volume(v), veh/h	16	0	35	410	27	0	71	702	288	0	636	669
Grp Sat Flow(s),veh/h/ln	1781	0	1680	1781	1870	0	422	1777	1585	569	1777	1868
Q Serve(g_s), s	0.6	0.0	1.3	14.5	0.7	0.0	10.5	8.2	7.4	0.0	18.6	18.6
Cycle Q Clear(g_c), s	0.6	0.0	1.3	14.5	0.7	0.0	29.1	8.2	7.4	0.0	18.6	18.6
Prop In Lane	1.00		0.63	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	82	0	78	459	482	0	197	1739	776	110	870	914
V/C Ratio(X)	0.19	0.00	0.45	0.89	0.06	0.00	0.36	0.40	0.37	0.00	0.73	0.73
Avail Cap(c_a), veh/h	491	0	463	504	530	0	200	1768	789	115	884	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	30.3	23.4	18.3	0.0	24.8	10.6	10.4	0.0	13.3	13.3
Incr Delay (d2), s/veh	1.1	0.0	4.0	17.1	0.0	0.0	1.1	0.2	0.3	0.0	3.1	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	7.8	0.3	0.0	1.0	2.5	2.1	0.0	6.4	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	34.4	40.5	18.3	0.0	26.0	10.8	10.7	0.0	16.3	16.2
LnGrp LOS	C	A	C	D	B	A	C	B	B	A	B	B
Approach Vol, veh/h		51			437			1061			1305	
Approach Delay, s/veh		33.4			39.1			11.8			16.3	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.5		7.5		36.5		21.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		31.1		3.3		20.6		16.5				
Green Ext Time (p_c), s		0.9		0.1		6.1		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	0	18	117	1	19	34	505	23	23	1042	55
Future Vol, veh/h	3	0	18	117	1	19	34	505	23	23	1042	55
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	-	-	125	-	-	125	150	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	20	130	1	21	38	561	26	26	1158	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1598	1904	610	1281	1921	294	1219	0	0	587	0	0
Stage 1	1241	1241	-	650	650	-	-	-	-	-	-	-
Stage 2	357	663	-	631	1271	-	-	-	-	-	-	-
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	71	68	437	~ 123	66	702	568	-	-	984	-	-
Stage 1	185	245	-	424	463	-	-	-	-	-	-	-
Stage 2	633	457	-	436	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	64	62	437	~ 109	60	702	568	-	-	984	-	-
Mov Cap-2 Maneuver	160	201	-	275	172	-	-	-	-	-	-	-
Stage 1	173	239	-	396	432	-	-	-	-	-	-	-
Stage 2	571	426	-	405	231	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	15.7	26.9	0.7	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	568	-	-	160	437	274	702	984	-	-
HCM Lane V/C Ratio	0.067	-	-	0.021	0.046	0.479	0.03	0.026	-	-
HCM Control Delay (s)	11.8	-	-	28	13.6	29.6	10.3	8.8	-	-
HCM Lane LOS	B	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.1	2.4	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	13	0	0	0	15	790	0	1	1539	6
Future Vol, veh/h	1	0	13	0	0	0	15	790	0	1	1539	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	14	0	0	0	17	878	0	1	1710	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2189	2628	859	1769	2631	439	1717	0	0	878	0	0
Stage 1	1716	1716	-	912	912	-	-	-	-	-	-	-
Stage 2	473	912	-	857	1719	-	-	-	-	-	-	-
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	25	23	300	53	23	566	365	-	-	765	-	-
Stage 1	93	143	-	295	351	-	-	-	-	-	-	-
Stage 2	541	351	-	318	143	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	20	300	46	20	566	365	-	-	765	-	-
Mov Cap-2 Maneuver	23	20	-	46	20	-	-	-	-	-	-	-
Stage 1	85	139	-	268	319	-	-	-	-	-	-	-
Stage 2	492	319	-	294	139	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.7	0	1	0.1
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	365	-	-	161	-	765	-	-
HCM Lane V/C Ratio	0.046	-	-	0.097	-	0.001	-	-
HCM Control Delay (s)	15.3	0.7	-	29.7	0	9.7	0.1	-
HCM Lane LOS	C	A	-	D	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	7
Future Vol, veh/h	980	17	0	1228	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Control Delay (s)	12.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	33	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2285	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	767	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	421	-	-	-	33	339
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	421	-	-	-	~ 21	339
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	421	-	-	-	82	339
HCM Lane V/C Ratio	0.374	-	-	-	0.398	0.192
HCM Control Delay (s)	18.6	-	-	-	75.3	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1525
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	144
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	144
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	144
HCM Lane V/C Ratio	-	-	-	0.226
HCM Control Delay (s)	-	-	-	37.2
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	54	103	21	37
Demand Flow Rate, veh/h	55	105	21	37
Vehicles Circulating, veh/h	26	32	66	38
Vehicles Exiting, veh/h	49	55	15	99
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.4	2.9	2.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	55	105	21	37
Cap Entry Lane, veh/h	1344	1336	1290	1327
Entry HV Adj Factor	0.988	0.985	0.990	0.997
Flow Entry, veh/h	54	103	21	37
Cap Entry, veh/h	1327	1316	1277	1324
V/C Ratio	0.041	0.079	0.016	0.028
Control Delay, s/veh	3.0	3.4	2.9	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	97	577	19	165	1355
Future Vol, veh/h	10	97	577	19	165	1355
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	-	-	-	205	-
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	108	641	21	183	1506

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1771	331	0	0	662	0
Stage 1	652	-	-	-	-	-
Stage 2	1119	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	74	665	-	-	922	-
Stage 1	480	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	59	665	-	-	922	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	220	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	21.2	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	339	922	-
HCM Lane V/C Ratio	-	-	0.351	0.199	-
HCM Control Delay (s)	-	-	21.2	9.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.5	0.7	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	649	34	63	1146	2	49	0	28	0	0	1
Future Volume (veh/h)	1	649	34	63	1146	2	49	0	28	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	721	38	70	1273	2	54	0	31	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	1509	79	285	1600	3	732	0	730	0	0	730
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.46	0.00	0.46	0.00	0.00	0.46
Sat Flow, veh/h	434	3434	181	706	3640	6	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	1	373	386	70	621	654	54	0	31	0	0	1
Grp Sat Flow(s),veh/h/ln	434	1777	1838	706	1777	1869	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.2	13.4	13.4	7.0	27.1	27.1	1.9	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	27.3	13.4	13.4	20.4	27.1	27.1	2.0	0.0	1.0	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	140	781	808	285	781	821	732	0	730	0	0	730
V/C Ratio(X)	0.01	0.48	0.48	0.25	0.80	0.80	0.07	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	251	1234	1276	465	1234	1298	732	0	730	0	0	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	17.9	17.9	25.2	21.7	21.7	13.6	0.0	13.4	0.0	0.0	13.1
Incr Delay (d2), s/veh	0.0	0.5	0.4	0.4	1.9	1.9	0.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	5.2	1.1	10.4	10.9	0.6	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	18.4	18.3	25.6	23.7	23.6	13.8	0.0	13.5	0.0	0.0	13.1
LnGrp LOS	C	B	B	C	C	C	B	A	B	A	A	B
Approach Vol, veh/h		760			1345			85			1	
Approach Delay, s/veh		18.4			23.8			13.7			13.1	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		44.0		46.0		44.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5				
Max Q Clear Time (g_c+I1), s		4.0		29.3		2.0		29.1				
Green Ext Time (p_c), s		0.2		4.7		0.0		10.4				

Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	628	54	0	1229	0	0	0	0	0	0	1
Future Vol, veh/h	0	628	54	0	1229	0	0	0	0	0	0	1
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	-	-	100	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	698	60	0	1366	0	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	349	-	-	683
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	647	0	0	392
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	647	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	14.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	392
HCM Lane V/C Ratio	-	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	-	14.2
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	634	10	21	1049	171	0	0	22	0	0	320
Future Vol, veh/h	0	634	10	21	1049	171	0	0	22	0	0	320
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	-	-	-	100	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	0	704	11	23	1166	190	0	0	24	0	0	356

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	715	0	0	-	-	358	-	-	583
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.22	-	-	-	-	6.96	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.26	-	-	-	-	3.33	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	855	-	-	0	0	636	0	0	456
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	855	-	-	-	-	636	-	-	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.2	10.9	35.6
HCM LOS			B	E

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	636	-	-	855	-	-	456
HCM Lane V/C Ratio	0.038	-	-	0.027	-	-	0.78
HCM Control Delay (s)	10.9	-	-	9.3	-	-	35.6
HCM Lane LOS	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	6.9

HCM 6th Edition cannot analyze u-turn movements.

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	10	37	534	1128	48	0	37
Future Vol, veh/h	10	37	534	1128	48	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	11	41	593	1253	53	0	41

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1307	1306	0	-	0	-	653
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	210	526	-	-	-	0	410
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	385	385	-	-	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	385	-	-	-	410
HCM Lane V/C Ratio	0.135	-	-	-	0.1
HCM Control Delay (s)	15.8	-	-	-	14.8
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	142	301	85	112	573	117	11	399	54	196	783	610
Future Volume (veh/h)	142	301	85	112	573	117	11	399	54	196	783	610
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	158	334	94	124	637	130	12	443	60	218	1113	516
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	280	824	228	354	1015	453	141	1288	675	453	1636	693
Arrive On Green	0.08	0.30	0.30	0.06	0.29	0.29	0.02	0.36	0.36	0.09	0.44	0.44
Sat Flow, veh/h	1781	2748	762	1767	3554	1585	1781	3554	1585	1767	3741	1585
Grp Volume(v), veh/h	158	214	214	124	637	130	12	443	60	218	1113	516
Grp Sat Flow(s),veh/h/ln	1781	1777	1733	1767	1777	1585	1781	1777	1585	1767	1870	1585
Q Serve(g_s), s	8.7	13.5	13.9	6.9	22.0	9.0	0.6	12.8	3.2	10.6	33.6	38.3
Cycle Q Clear(g_c), s	8.7	13.5	13.9	6.9	22.0	9.0	0.6	12.8	3.2	10.6	33.6	38.3
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	533	520	354	1015	453	141	1288	675	453	1636	693
V/C Ratio(X)	0.57	0.40	0.41	0.35	0.63	0.29	0.09	0.34	0.09	0.48	0.68	0.74
Avail Cap(c_a), veh/h	344	582	568	369	1015	453	190	1288	675	514	1636	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	39.3	39.4	32.7	43.8	39.2	29.4	32.7	24.2	23.8	31.8	33.1
Incr Delay (d2), s/veh	1.8	0.6	0.6	0.6	2.9	1.6	0.3	0.2	0.1	0.8	2.3	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.9	5.9	3.0	9.9	3.7	0.3	5.4	1.2	4.4	15.2	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	39.9	40.1	33.3	46.8	40.8	29.6	32.9	24.3	24.6	34.1	40.2
LnGrp LOS	D	D	D	C	D	D	C	C	C	C	C	D
Approach Vol, veh/h		586			891			515			1847	
Approach Delay, s/veh		38.7			44.0			31.8			34.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	48.3	8.6	68.0	18.2	46.3	19.1	57.4
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 10	46.2	* 6.1	61.7	* 16	40.3	* 18	50.1
Max Q Clear Time (g_c+I1), s	8.9	15.9	2.6	40.3	10.7	24.0	12.6	14.8
Green Ext Time (p_c), s	0.0	2.9	0.0	11.7	0.2	4.7	0.3	3.7

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	370	13	68	656	61	0	4	11	46	1	141
Future Vol, veh/h	108	370	13	68	656	61	0	4	11	46	1	141
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	411	14	76	729	68	0	4	12	51	1	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	0	425	0	0	1175	1607	213	1363	1580	399
Stage 1	-	-	-	-	-	-	658	658	-	915	915	-
Stage 2	-	-	-	-	-	-	517	949	-	448	665	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	821	-	-	1131	-	-	147	104	792	107	108	601
Stage 1	-	-	-	-	-	-	420	459	-	294	350	-
Stage 2	-	-	-	-	-	-	509	337	-	560	456	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	821	-	-	1131	-	-	91	83	792	85	86	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	83	-	85	86	-
Stage 1	-	-	-	-	-	-	359	392	-	251	327	-
Stage 2	-	-	-	-	-	-	350	314	-	465	389	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	20.6	34.7
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	83	792	821	-	-	1131	-	-	85	601
HCM Lane V/C Ratio	0.054	0.015	0.146	-	-	0.067	-	-	0.614	0.261
HCM Control Delay (s)	50.8	9.6	10.1	-	-	8.4	-	-	99.3	13.1
HCM Lane LOS	F	A	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0	0.5	-	-	0.2	-	-	2.8	1

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	418	4	0	795	40	2	0	14	61	0	23
Future Vol, veh/h	25	418	4	0	795	40	2	0	14	61	0	23
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	225	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	464	4	0	883	44	2	0	16	68	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	927	0	0	468	0	0	964	1449	234	1193	1429	464
Stage 1	-	-	-	-	-	-	522	522	-	905	905	-
Stage 2	-	-	-	-	-	-	442	927	-	288	524	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	733	-	-	1090	-	-	210	130	768	142	134	545
Stage 1	-	-	-	-	-	-	506	529	-	298	353	-
Stage 2	-	-	-	-	-	-	564	345	-	695	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	733	-	-	1090	-	-	194	125	768	135	129	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	125	-	135	129	-
Stage 1	-	-	-	-	-	-	487	509	-	287	353	-
Stage 2	-	-	-	-	-	-	538	345	-	655	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	11.6	43.9
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	561	733	-	-	1090	-	-	135	545
HCM Lane V/C Ratio	0.032	0.038	-	-	-	-	-	0.502	0.047
HCM Control Delay (s)	11.6	10.1	-	-	0	-	-	55.9	11.9
HCM Lane LOS	B	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	2.4	0.1

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 6th Edition methodology does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↰↑↑		↱
Traffic Vol, veh/h	622	5	3	1160	0	26
Future Vol, veh/h	622	5	3	1160	0	26
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	691	6	3	1289	0	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	697	0	-	346
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	895	-	0	650
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	895	-	-	650
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	650	-	-	895	-
HCM Lane V/C Ratio	0.044	-	-	0.004	-
HCM Control Delay (s)	10.8	-	-	9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Future Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	2796	1247	24	2182	0	112	3	0	245	0	121
Arrive On Green	0.01	0.79	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1781	3554	1585	0	3741	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	0	1777	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.0	3.3	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.4	0.0	2.1
Cycle Q Clear(g_c), s	0.0	3.3	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.4	0.0	2.1
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	2796	1247	0	0	0	112	3	0	245	0	121
V/C Ratio(X)	0.08	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.43
Avail Cap(c_a), veh/h	313	4735	2112	0	0	0	313	555	0	584	0	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0.0	29.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.2	0.0	31.4
LnGrp LOS	D	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		691			1277			0			64	
Approach Delay, s/veh		2.6			0.0			0.0			30.8	
Approach LOS		A			A						C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	0.0		56.2	0.0	9.5	5.4	50.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	19.5		87.5	7.5	29.5	7.5	87.5
Max Q Clear Time (g_c+I1), s	2.4	0.0		5.3	0.0	4.1	2.0	34.4
Green Ext Time (p_c), s	0.0	0.0		4.8	0.0	0.2	0.0	11.9

Intersection Summary	
HCM 6th Ctrl Delay	1.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	591	6	5	1112	13	2
Future Vol, veh/h	591	6	5	1112	13	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	7	6	1236	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1909	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	925	-	75	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	73	462
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	925	-
HCM Lane V/C Ratio	0.081	-	-	0.006	-
HCM Control Delay (s)	24.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	474	102	49	990	0	135	3	39	14	2	32
Future Volume (veh/h)	21	474	102	49	990	0	135	3	39	14	2	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1841	1841	0	1856	1826	1856	1781	1870	1707
Adj Flow Rate, veh/h	23	527	113	54	1100	0	150	3	43	16	2	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	4	4	0	3	5	3	8	2	13
Cap, veh/h	44	701	146	194	1234	0	320	13	77	139	36	266
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	15	1046	218	776	1841	0	1058	52	312	392	144	1073
Grp Volume(v), veh/h	663	0	0	54	1100	0	196	0	0	54	0	0
Grp Sat Flow(s),veh/h/ln	1279	0	0	776	1841	0	1422	0	0	1610	0	0
Q Serve(g_s), s	13.1	0.0	0.0	0.0	54.2	0.0	10.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	67.3	0.0	0.0	25.2	54.2	0.0	12.9	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.03		0.17	1.00		0.00	0.77		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	891	0	0	194	1234	0	410	0	0	442	0	0
V/C Ratio(X)	0.74	0.00	0.00	0.28	0.89	0.00	0.48	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1320	0	0	399	1720	0	410	0	0	442	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	10.2	14.9	0.0	35.9	0.0	0.0	32.4	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.8	4.7	0.0	3.9	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	0.0	0.6	19.6	0.0	5.0	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	10.9	19.7	0.0	39.9	0.0	0.0	32.9	0.0	0.0
LnGrp LOS	B	A	A	B	B	A	D	A	A	C	A	A
Approach Vol, veh/h		663			1154			196			54	
Approach Delay, s/veh		13.6			19.3			39.9			32.9	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	32.0	78.8	32.0	78.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	103.5	27.5	103.5
Max Q Clear Time (g_c+I1), s	14.9	69.3	4.8	56.2
Green Ext Time (p_c), s	0.8	5.0	0.2	12.5

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1	47	3	0	6	69	859	19	29	1465	41
Future Vol, veh/h	19	1	47	3	0	6	69	859	19	29	1465	41
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	21	1	52	3	0	7	77	954	21	32	1628	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2323	2821	814	1998	2857	488	1674	0	0	975	0	0
Stage 1	1692	1692	-	1119	1119	-	-	-	-	-	-	-
Stage 2	631	1129	-	879	1738	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 20	18	321	35	17	526	366	-	-	703	-	-
Stage 1	96	147	-	220	280	-	-	-	-	-	-	-
Stage 2	433	277	-	309	140	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 16	14	321	22	13	526	366	-	-	703	-	-
Mov Cap-2 Maneuver	~ 16	14	-	22	13	-	-	-	-	-	-	-
Stage 1	76	140	-	174	221	-	-	-	-	-	-	-
Stage 2	338	219	-	245	134	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	222.6	75.3	1.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	366	-	-	16	321	61	703	-	-
HCM Lane V/C Ratio	0.209	-	-	1.389	0.163	0.164	0.046	-	-
HCM Control Delay (s)	17.4	-	-	$ 702.6	18.4	75.3	10.4	-	-
HCM Lane LOS	C	-	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-	3.3	0.6	0.5	0.1	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	15	12	20	369	25	0	95	632	259	0	1170	5
Future Volume (veh/h)	15	12	20	369	25	0	95	632	259	0	1170	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	13	22	410	27	0	103	702	288	0	1300	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	29	49	458	481	0	197	1750	780	109	1788	7
Arrive On Green	0.05	0.05	0.05	0.26	0.26	0.00	0.49	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1781	624	1056	1781	1870	0	422	3554	1585	569	3631	14
Grp Volume(v), veh/h	16	0	35	410	27	0	103	702	288	0	636	669
Grp Sat Flow(s),veh/h/ln	1781	0	1680	1781	1870	0	422	1777	1585	569	1777	1868
Q Serve(g_s), s	0.6	0.0	1.3	14.7	0.7	0.0	13.8	8.2	7.4	0.0	18.7	18.7
Cycle Q Clear(g_c), s	0.6	0.0	1.3	14.7	0.7	0.0	32.5	8.2	7.4	0.0	18.7	18.7
Prop In Lane	1.00		0.63	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	82	0	77	458	481	0	197	1750	780	109	875	920
V/C Ratio(X)	0.20	0.00	0.45	0.90	0.06	0.00	0.52	0.40	0.37	0.00	0.73	0.73
Avail Cap(c_a), veh/h	486	0	458	499	524	0	197	1750	780	109	875	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	30.7	23.7	18.5	0.0	27.1	10.6	10.4	0.0	13.2	13.3
Incr Delay (d2), s/veh	1.1	0.0	4.1	17.6	0.0	0.0	2.5	0.1	0.3	0.0	3.1	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	8.0	0.3	0.0	1.6	2.6	2.1	0.0	6.5	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	34.8	41.3	18.5	0.0	29.6	10.7	10.7	0.0	16.3	16.2
LnGrp LOS	C	A	C	D	B	A	C	B	B	A	B	B
Approach Vol, veh/h		51			437			1093			1305	
Approach Delay, s/veh		33.7			39.8			12.5			16.2	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		7.5		37.0		21.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		34.5		3.3		20.7		16.7				
Green Ext Time (p_c), s		0.0		0.1		6.1		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	0	18	117	1	19	34	475	23	23	1042	55
Future Vol, veh/h	3	0	18	117	1	19	34	475	23	23	1042	55
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	-	-	125	-	-	125	0	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	20	130	1	21	38	528	26	26	1158	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1582	1871	610	1248	1888	277	1219	0	0	554	0	0
Stage 1	1241	1241	-	617	617	-	-	-	-	-	-	-
Stage 2	341	630	-	631	1271	-	-	-	-	-	-	-
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	73	71	437	130	70	720	568	-	-	1012	-	-
Stage 1	185	245	-	444	479	-	-	-	-	-	-	-
Stage 2	647	473	-	436	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	65	437	~ 115	64	720	568	-	-	1012	-	-
Mov Cap-2 Maneuver	160	203	-	282	174	-	-	-	-	-	-	-
Stage 1	173	239	-	414	447	-	-	-	-	-	-	-
Stage 2	585	441	-	405	231	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	15.7	26	0.8	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	568	-	-	160	437	281	720	1012	-	-
HCM Lane V/C Ratio	0.067	-	-	0.021	0.046	0.467	0.029	0.025	-	-
HCM Control Delay (s)	11.8	-	-	28	13.6	28.5	10.2	8.6	-	-
HCM Lane LOS	B	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.1	2.3	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	13	0	0	0	15	690	0	1	1811	6
Future Vol, veh/h	1	0	13	0	0	0	15	690	0	1	1811	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	14	0	0	0	17	767	0	1	2012	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2436	2819	1010	1809	2822	384	2019	0	0	767	0	0
Stage 1	2018	2018	-	801	801	-	-	-	-	-	-	-
Stage 2	418	801	-	1008	2021	-	-	-	-	-	-	-
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	16	18	238	49	18	614	278	-	-	842	-	-
Stage 1	60	101	-	344	395	-	-	-	-	-	-	-
Stage 2	583	395	-	258	101	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	15	16	238	42	16	614	278	-	-	842	-	-
Mov Cap-2 Maneuver	15	16	-	42	16	-	-	-	-	-	-	-
Stage 1	54	101	-	307	353	-	-	-	-	-	-	-
Stage 2	521	353	-	242	101	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.1	0	1.4	0
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	278	-	-	115	-	842	-	-
HCM Lane V/C Ratio	0.06	-	-	0.135	-	0.001	-	-
HCM Control Delay (s)	18.8	1	-	41.1	0	9.3	0	-
HCM Lane LOS	C	A	-	E	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	7
Future Vol, veh/h	980	17	0	1228	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Control Delay (s)	12.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	33	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2285	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	767	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	421	-	-	-	33	339
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	421	-	-	-	~ 21	339
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	421	-	-	-	82	339
HCM Lane V/C Ratio	0.374	-	-	-	0.398	0.192
HCM Control Delay (s)	18.6	-	-	-	75.3	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1525
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	144
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	144
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	144
HCM Lane V/C Ratio	-	-	-	0.226
HCM Control Delay (s)	-	-	-	37.2
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	97	621	19	165	1627
Future Vol, veh/h	10	97	621	19	165	1627
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	-	-	-	205	-
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	108	690	21	183	1808

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1971	356	0	0	711	0
Stage 1	701	-	-	-	-	-
Stage 2	1270	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	640	-	-	884	-
Stage 1	453	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	640	-	-	884	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	181	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	26.8	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	282	884	-
HCM Lane V/C Ratio	-	-	0.422	0.207	-
HCM Control Delay (s)	-	-	26.8	10.1	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2	0.8	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	54	135	21	37
Demand Flow Rate, veh/h	55	138	21	37
Vehicles Circulating, veh/h	26	32	66	38
Vehicles Exiting, veh/h	49	55	15	132
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.6	2.9	2.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	55	138	21	37
Cap Entry Lane, veh/h	1344	1336	1290	1327
Entry HV Adj Factor	0.988	0.982	0.990	0.997
Flow Entry, veh/h	54	135	21	37
Cap Entry, veh/h	1327	1311	1277	1324
V/C Ratio	0.041	0.103	0.016	0.028
Control Delay, s/veh	3.0	3.6	2.9	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1091	62	60	846	2	36	9	32	3	0	3
Future Volume (veh/h)	0	1091	62	60	846	2	36	9	32	3	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1212	69	67	940	2	40	10	36	3	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1738	99	183	1850	4	531	125	620	330	19	289
Arrive On Green	0.00	0.51	0.51	0.51	0.51	0.51	0.39	0.39	0.39	0.39	0.00	0.39
Sat Flow, veh/h	595	3418	194	432	3638	8	1172	320	1585	690	49	739
Grp Volume(v), veh/h	0	630	651	67	459	483	50	0	36	6	0	0
Grp Sat Flow(s),veh/h/ln	595	1777	1835	432	1777	1869	1492	0	1585	1478	0	0
Q Serve(g_s), s	0.0	24.3	24.3	12.6	15.4	15.4	1.3	0.0	1.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	24.3	24.3	36.9	15.4	15.4	1.8	0.0	1.3	0.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	0.80		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	80	904	933	183	904	951	656	0	620	639	0	0
V/C Ratio(X)	0.00	0.70	0.70	0.37	0.51	0.51	0.08	0.00	0.06	0.01	0.00	0.00
Avail Cap(c_a), veh/h	191	1234	1275	263	1234	1298	656	0	620	639	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.8	16.8	30.9	14.7	14.7	17.2	0.0	17.1	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	1.0	1.2	0.4	0.4	0.2	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.8	9.1	1.3	5.5	5.8	0.7	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.9	17.9	32.1	15.1	15.1	17.4	0.0	17.2	16.8	0.0	0.0
LnGrp LOS	A	B	B	C	B	B	B	A	B	B	A	A
Approach Vol, veh/h		1281			1009			86			6	
Approach Delay, s/veh		17.9			16.2			17.3			16.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.7		50.3		39.7		50.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5				
Max Q Clear Time (g_c+I1), s		3.8		26.3		2.2		38.9				
Green Ext Time (p_c), s		0.2		9.9		0.0		6.8				

Intersection Summary			
HCM 6th Ctrl Delay			17.2
HCM 6th LOS			B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1098	17	0	939	6	0	0	0	2	0	2
Future Vol, veh/h	0	1098	17	0	939	6	0	0	0	2	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	-	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1220	19	0	1043	7	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	610	1657	-	525
Stage 1	-	-	-	-	-	-	-	-	-	1047	-	-
Stage 2	-	-	-	-	-	-	-	-	-	610	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	437	64	0	497
Stage 1	0	-	-	0	-	-	0	0	-	244	0	-
Stage 2	0	-	-	0	-	-	0	0	-	448	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	437	64	-	497
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	64	-	-
Stage 1	-	-	-	-	-	-	-	-	-	244	-	-
Stage 2	-	-	-	-	-	-	-	-	-	448	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	12.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	497
HCM Lane V/C Ratio	-	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	-	12.3
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	1103	17	18	720	281	0	0	44	0	0	186
Future Vol, veh/h	0	1103	17	18	720	281	0	0	44	0	0	186
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	-	-	-	75	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	0	1226	19	20	800	312	0	0	49	0	0	207

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1245	0	0	-	-	623	-	-	400
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.22	-	-	-	-	6.96	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.26	-	-	-	-	3.33	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	533	-	-	0	0	426	0	0	600
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	533	-	-	-	-	426	-	-	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.2	14.5	14.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	426	-	-	533	-	-	600
HCM Lane V/C Ratio	0.115	-	-	0.038	-	-	0.344
HCM Control Delay (s)	14.5	-	-	12	-	-	14.1
HCM Lane LOS	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	-	1.5

HCM 6th Edition cannot analyze u-turn movements.

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	5	25	1035	835	49	0	78
Future Vol, veh/h	5	25	1035	835	49	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	5	28	1150	928	54	0	87

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	982	982	0	-	0	-	491
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	341	699	-	-	-	0	523
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	568	568	-	-	-	-	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	568	-	-	-	523
HCM Lane V/C Ratio	0.058	-	-	-	0.166
HCM Control Delay (s)	11.7	-	-	-	13.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Future Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	411	659	124	0	500	220	153	826	149	273	514	248
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	481	1517	285	246	1010	450	286	928	334	251	1159	491
Arrive On Green	0.17	0.51	0.51	0.00	0.28	0.28	0.05	0.26	0.26	0.10	0.31	0.31
Sat Flow, veh/h	1781	2985	561	1767	3554	1585	1781	3554	1585	1767	3741	1585
Grp Volume(v), veh/h	411	392	391	0	500	220	153	826	149	273	514	248
Grp Sat Flow(s),veh/h/ln	1781	1777	1769	1767	1777	1585	1781	1777	1585	1767	1870	1585
Q Serve(g_s), s	22.9	20.1	20.1	0.0	16.9	16.7	7.7	32.3	19.1	14.7	15.9	18.5
Cycle Q Clear(g_c), s	22.9	20.1	20.1	0.0	16.9	16.7	7.7	32.3	19.1	14.7	15.9	18.5
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	481	903	899	246	1010	450	286	928	334	251	1159	491
V/C Ratio(X)	0.85	0.43	0.44	0.00	0.50	0.49	0.54	0.89	0.45	1.09	0.44	0.51
Avail Cap(c_a), veh/h	489	903	899	559	1010	450	286	928	334	251	1159	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	22.4	22.4	0.0	43.0	42.9	38.9	51.3	112.7	38.2	39.9	40.8
Incr Delay (d2), s/veh	13.6	0.4	0.4	0.0	1.7	3.8	2.0	10.8	1.1	81.6	1.2	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	8.2	8.2	0.0	7.6	6.9	0.9	15.4	7.9	12.0	7.4	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	22.8	22.8	0.0	44.8	46.7	40.9	62.1	113.8	119.8	41.1	44.4
LnGrp LOS	D	C	C	A	D	D	D	E	F	F	D	D
Approach Vol, veh/h		1194			720			1128			1035	
Approach Delay, s/veh		29.7			45.4			66.0			62.7	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	79.3	14.0	51.0	32.3	47.0	21.0	44.0
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 26	41.0	* 7.7	44.7	* 26	41.0	* 15	37.7
Max Q Clear Time (g_c+I1), s	0.0	22.1	9.7	20.5	24.9	18.9	16.7	34.3
Green Ext Time (p_c), s	0.0	5.2	0.0	5.0	0.1	4.6	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
Future Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	836	41	88	578	67	7	2	88	60	1	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	645	0	0	877	0	0	1569	1924	439	1453	1911	323
Stage 1	-	-	-	-	-	-	1103	1103	-	788	788	-
Stage 2	-	-	-	-	-	-	466	821	-	665	1123	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	936	-	-	766	-	-	75	66	566	91	67	673
Stage 1	-	-	-	-	-	-	225	285	-	350	400	-
Stage 2	-	-	-	-	-	-	546	387	-	416	279	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	766	-	-	52	51	566	61	52	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	51	-	61	52	-
Stage 1	-	-	-	-	-	-	196	248	-	304	354	-
Stage 2	-	-	-	-	-	-	414	342	-	303	242	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.2	19.4	96.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	52	566	936	-	-	766	-	-	61	673
HCM Lane V/C Ratio	0.171	0.155	0.132	-	-	0.115	-	-	1.002	0.14
HCM Control Delay (s)	88	12.5	9.4	-	-	10.3	-	-	227.5	11.2
HCM Lane LOS	F	B	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	0.6	0.5	0.5	-	-	0.4	-	-	4.8	0.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	819	6	4	552	59	4	1	35	63	0	59
Future Vol, veh/h	79	819	6	4	552	59	4	1	35	63	0	59
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	225	-	-	315	-	-	-	-	350	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	910	7	4	613	66	4	1	39	70	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	679	0	0	917	0	0	1405	1777	459	1286	1747	340
Stage 1	-	-	-	-	-	-	1090	1090	-	654	654	-
Stage 2	-	-	-	-	-	-	315	687	-	632	1093	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	909	-	-	740	-	-	99	82	549	122	85	656
Stage 1	-	-	-	-	-	-	230	289	-	422	461	-
Stage 2	-	-	-	-	-	-	671	446	-	435	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	909	-	-	740	-	-	82	74	549	103	76	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	74	-	103	76	-
Stage 1	-	-	-	-	-	-	208	261	-	381	459	-
Stage 2	-	-	-	-	-	-	601	444	-	364	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	17.2	53.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	80	549	909	-	-	740	-	-	103	656
HCM Lane V/C Ratio	0.069	0.071	0.097	-	-	0.006	-	-	0.68	0.1
HCM Control Delay (s)	53.3	12.1	9.4	-	-	9.9	-	-	93.9	11.1
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0.2	0.3	-	-	0	-	-	3.5	0.3

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 6th Edition methodology does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1251	14	0	953	20	1
Future Vol, veh/h	1251	14	0	953	20	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1390	16	0	1059	22	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	1920	695
Stage 1	-	-	-	-	1390	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	-	-	-	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.6	3.32
Pot Cap-1 Maneuver	-	-	0	-	54	385
Stage 1	-	-	0	-	183	-
Stage 2	-	-	0	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	54	385
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	533	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	385	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Future Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	1163	0	0	837	18	0	0	0	101	0	208
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	2121	946	347	1311	28	172	4	0	369	0	312
Arrive On Green	0.13	0.60	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.11	0.00	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3557	76	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	247	1163	0	0	418	437	0	0	0	101	0	208
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1857	1781	1870	0	1781	0	1585
Q Serve(g_s), s	3.2	8.6	0.0	0.0	8.5	8.5	0.0	0.0	0.0	2.3	0.0	5.3
Cycle Q Clear(g_c), s	3.2	8.6	0.0	0.0	8.5	8.5	0.0	0.0	0.0	2.3	0.0	5.3
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	501	2121	946	347	655	684	172	4	0	369	0	312
V/C Ratio(X)	0.49	0.55	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.27	0.00	0.67
Avail Cap(c_a), veh/h	987	7363	3284	547	3177	3320	376	792	0	899	0	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	5.3	0.0	0.0	11.4	11.4	0.0	0.0	0.0	17.1	0.0	16.2
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.4	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	0.0	0.0	2.4	2.5	0.0	0.0	0.0	0.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	5.5	0.0	0.0	12.4	12.4	0.0	0.0	0.0	17.5	0.0	18.7
LnGrp LOS	A	A	A	A	B	B	A	A	A	B	A	B
Approach Vol, veh/h		1410			855			0			309	
Approach Delay, s/veh		6.0			12.4			0.0			18.3	
Approach LOS		A			B						B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	3.6	0.0	30.6	0.0	13.1	10.0	20.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.5	5.0	90.5	5.1	31.4	17.4	78.1
Max Q Clear Time (g_c+I1), s	4.3	0.0	0.0	10.6	0.0	7.3	5.2	10.5
Green Ext Time (p_c), s	0.2	0.0	0.0	10.4	0.0	1.3	0.5	5.6

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	591	6	5	1112	13	2
Future Vol, veh/h	591	6	5	1112	13	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	7	6	1236	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1909	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	925	-	75	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	73	462
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	925	-
HCM Lane V/C Ratio	0.081	-	-	0.006	-
HCM Control Delay (s)	24.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Future Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1037	36	6	752	2	58	0	10	16	2	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	74	1459	50	470	1636	4	122	0	13	64	16	56
Arrive On Green	0.88	0.88	0.88	0.88	0.88	0.88	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	53	1662	57	526	1865	5	1280	0	221	483	270	963
Grp Volume(v), veh/h	1120	0	0	6	0	754	68	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1773	0	0	526	0	1869	1500	0	0	1717	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.5	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.9	0.0	0.0	0.4	0.0	11.5	6.0	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.56
Lane Grp Cap(c), veh/h	1583	0	0	470	0	1641	135	0	0	135	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.01	0.00	0.46	0.50	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1583	0	0	470	0	1641	236	0	0	249	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	1.1	0.0	1.8	64.6	0.0	0.0	63.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.9	2.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.0	0.0	1.9	2.5	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	0.0	1.1	0.0	2.7	67.5	0.0	0.0	64.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1120			760			68			41	
Approach Delay, s/veh		5.3			2.7			67.5			64.7	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		127.0		12.6		127.0		12.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		122.5		18.5		122.5		18.5				
Max Q Clear Time (g_c+I1), s		27.9		8.0		13.5		5.2				
Green Ext Time (p_c), s		14.1		0.2		5.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
Future Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	37	1	58	18	2	51	51	1584	7	24	1047	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1990	2788	524	2262	2815	796	1077	0	0	1591	0	0
Stage 1	1095	1095	-	1690	1690	-	-	-	-	-	-	-
Stage 2	895	1693	-	572	1125	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 36	18	498	22	18	330	626	-	-	408	-	-
Stage 1	226	288	-	97	148	-	-	-	-	-	-	-
Stage 2	300	147	-	472	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 24	16	498	~ 17	16	330	626	-	-	408	-	-
Mov Cap-2 Maneuver	~ 24	16	-	~ 17	16	-	-	-	-	-	-	-
Stage 1	208	271	-	89	136	-	-	-	-	-	-	-
Stage 2	229	135	-	391	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	258.9	$ 366.4	0.4	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	626	-	-	24	498	53	408	-	-
HCM Lane V/C Ratio	0.082	-	-	1.574	0.116	1.342	0.06	-	-
HCM Control Delay (s)	11.3	-	-	$ 634.8	13.2	$ 366.4	14.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.7	0.4	6.4	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Future Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	27	5	424	27	0	55	1277	403	1	679	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	79	15	478	501	0	371	1635	729	164	1664	12
Arrive On Green	0.05	0.05	0.05	0.27	0.27	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	1535	284	1781	1870	0	757	3554	1585	294	3616	27
Grp Volume(v), veh/h	27	0	32	424	27	0	55	1277	403	1	334	350
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1870	0	757	1777	1585	294	1777	1866
Q Serve(g_s), s	0.9	0.0	1.0	14.0	0.7	0.0	3.2	18.6	11.3	0.2	7.7	7.7
Cycle Q Clear(g_c), s	0.9	0.0	1.0	14.0	0.7	0.0	10.8	18.6	11.3	18.7	7.7	7.7
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	92	0	94	478	501	0	371	1635	729	164	818	858
V/C Ratio(X)	0.29	0.00	0.34	0.89	0.05	0.00	0.15	0.78	0.55	0.01	0.41	0.41
Avail Cap(c_a), veh/h	523	0	534	537	564	0	424	1883	840	184	942	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.1	21.6	16.7	0.0	14.6	14.0	12.0	21.9	11.0	11.0
Incr Delay (d2), s/veh	1.7	0.0	2.1	15.3	0.0	0.0	0.2	1.9	0.7	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	7.4	0.3	0.0	0.5	6.1	3.2	0.0	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	30.2	36.9	16.7	0.0	14.8	15.9	12.6	21.9	11.3	11.3
LnGrp LOS	C	A	C	D	B	A	B	B	B	C	B	B
Approach Vol, veh/h		59			451			1735			685	
Approach Delay, s/veh		30.0			35.7			15.1			11.3	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.7		7.7		32.7		20.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		20.6		3.0		20.7		16.0				
Green Ext Time (p_c), s		7.6		0.1		3.0		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
Future Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	81	0	58	8	1106	106	98	589	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1357	2016	298	1666	1966	606	595	0	0	1212	0	0
Stage 1	788	788	-	1175	1175	-	-	-	-	-	-	-
Stage 2	569	1228	-	491	791	-	-	-	-	-	-	-
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	108	58	698	~ 63	62	440	977	-	-	571	-	-
Stage 1	350	400	-	204	264	-	-	-	-	-	-	-
Stage 2	474	249	-	528	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	48	698	~ 54	51	440	977	-	-	571	-	-
Mov Cap-2 Maneuver	232	133	-	177	198	-	-	-	-	-	-	-
Stage 1	347	331	-	202	262	-	-	-	-	-	-	-
Stage 2	408	247	-	434	330	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	10.2	30.2	0.1	1.8
HCM LOS	B	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	977	-	-	-	698	177	440	571	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.008	0.458	0.131	0.171	-	-
HCM Control Delay (s)	8.7	-	-	0	10.2	41.5	14.4	12.6	-	-
HCM Lane LOS	A	-	-	A	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	2.2	0.4	0.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	7	1422	0	0	1028	5
Future Vol, veh/h	1	0	1	0	0	0	7	1422	0	0	1028	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	8	1580	0	0	1142	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	2741	574	2167	2744	790	1148	0	0	1580	0	0
Stage 1	1145	1145	-	1596	1596	-	-	-	-	-	-	-
Stage 2	806	1596	-	571	1148	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	20	440	26	20	333	604	-	-	412	-	-
Stage 1	212	272	-	111	165	-	-	-	-	-	-	-
Stage 2	342	165	-	473	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	18	440	24	18	333	604	-	-	412	-	-
Mov Cap-2 Maneuver	35	18	-	24	18	-	-	-	-	-	-	-
Stage 1	189	272	-	99	147	-	-	-	-	-	-	-
Stage 2	305	147	-	472	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	62.3	0	0.7	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	604	-	-	65	-	412	-	-
HCM Lane V/C Ratio	0.013	-	-	0.034	-	-	-	-
HCM Control Delay (s)	11	0.6	-	62.3	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	840
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	309
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	309	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2141	556
Stage 1	-	-	-	-	1067	-
Stage 2	-	-	-	-	1074	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	624	-	-	-	~ 42	475
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	624	-	-	-	~ 30	475
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	289	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	624	-	-	-	124	475
HCM Lane V/C Ratio	0.282	-	-	-	0.377	0.197
HCM Control Delay (s)	13	-	-	-	50.6	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.2	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1064
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	270
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	270
HCM Lane V/C Ratio	-	-	-	0.173
HCM Control Delay (s)	-	-	-	21.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	11.7

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	20	176	1259	22	64	964
Future Vol, veh/h	20	176	1259	22	64	964
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	-	-	-	75	-
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	9	2	2
Mvmt Flow	22	196	1399	24	71	1071

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2089	712	0	0	1423	0
Stage 1	1411	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	45	375	-	-	474	-
Stage 1	191	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	375	-	-	474	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	145.3	0	0.9
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	197	474	-
HCM Lane V/C Ratio	-	-	1.105	0.15	-
HCM Control Delay (s)	-	-	145.3	13.9	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	10.4	0.5	-

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	48	87	15	49
Demand Flow Rate, veh/h	49	89	15	50
Vehicles Circulating, veh/h	44	26	72	65
Vehicles Exiting, veh/h	71	61	21	50
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.3	2.9	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	49	89	15	50
Cap Entry Lane, veh/h	1319	1344	1282	1291
Entry HV Adj Factor	0.989	0.977	0.993	0.976
Flow Entry, veh/h	48	87	15	49
Cap Entry, veh/h	1305	1312	1274	1260
V/C Ratio	0.037	0.066	0.012	0.039
Control Delay, s/veh	3.1	3.3	2.9	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	609	54	0	1229	0	0	0	0	0	0	1
Future Vol, veh/h	0	609	54	0	1229	0	0	0	0	0	0	1
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	-	-	100	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	677	60	0	1366	0	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	339	-	-	683
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	657	0	0	392
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	657	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	14.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	392
HCM Lane V/C Ratio	-	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	-	14.2
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	135	574	10	21	1046	18	2	1	19	18	1	301
Future Vol, veh/h	135	574	10	21	1046	18	2	1	19	18	1	301
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	360	-	150	100	-	150	0	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	150	638	11	23	1162	20	2	1	21	20	1	334

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1182	0	0	649	0	0	1566	2166	319	1828	2157	581
Stage 1	-	-	-	-	-	-	938	938	-	1208	1208	-
Stage 2	-	-	-	-	-	-	628	1228	-	620	949	-
Critical Hdwy	4.14	-	-	4.22	-	-	7.54	6.54	6.96	7.54	6.54	6.94
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	2.22	-	-	2.26	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	587	-	-	906	-	-	75	46	674	48	47	457
Stage 1	-	-	-	-	-	-	284	341	-	194	254	-
Stage 2	-	-	-	-	-	-	437	249	-	442	337	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	587	-	-	906	-	-	15	33	674	36	34	457
Mov Cap-2 Maneuver	-	-	-	-	-	-	15	33	-	36	34	-
Stage 1	-	-	-	-	-	-	211	254	-	144	248	-
Stage 2	-	-	-	-	-	-	114	243	-	317	251	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.5	0.2	40.5	44
HCM LOS			E	E

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	15	342	587	-	-	906	-	-	36	439
HCM Lane V/C Ratio	0.148	0.065	0.256	-	-	0.026	-	-	0.556	0.764
HCM Control Delay (s)	283	16.3	13.2	-	-	9.1	-	-	192.1	35.2
HCM Lane LOS	F	C	B	-	-	A	-	-	F	E
HCM 95th %tile Q(veh)	0.4	0.2	1	-	-	0.1	-	-	1.9	6.5

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	4	493	6	11	48	1052	10	0	0	89	0	1	3
Future Vol, veh/h	4	493	6	11	48	1052	10	0	0	89	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	4	548	7	12	53	1169	11	0	0	99	0	1	3

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1180	0	0	554	555	0	0	-	-	278	1587	1868	590
Stage 1	-	-	-	-	-	-	-	-	-	-	1305	1305	-
Stage 2	-	-	-	-	-	-	-	-	-	-	282	563	-
Critical Hdwy	4.14	-	-	6.44	4.3	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.52	2.3	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	588	-	-	640	958	-	-	0	0	719	73	72	451
Stage 1	-	-	-	-	-	-	-	0	0	-	169	228	-
Stage 2	-	-	-	-	-	-	-	0	0	-	701	507	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	588	-	-	848	848	-	-	-	-	719	59	66	451
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	59	66	-
Stage 1	-	-	-	-	-	-	-	-	-	-	168	210	-
Stage 2	-	-	-	-	-	-	-	-	-	-	600	503	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0.5	10.8	25.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	719	588	-	-	848	-	-	183
HCM Lane V/C Ratio	0.138	0.008	-	-	0.077	-	-	0.024
HCM Control Delay (s)	10.8	11.2	-	-	9.6	-	-	25.2
HCM Lane LOS	B	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	10	37	534	1128	48	0	37
Future Vol, veh/h	10	37	534	1128	48	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	11	41	593	1253	53	0	41

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1307	1306	0	-	0	-	653
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	210	526	-	-	-	0	410
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	385	385	-	-	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	385	-	-	-	410
HCM Lane V/C Ratio	0.135	-	-	-	0.1
HCM Control Delay (s)	15.8	-	-	-	14.8
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	142	301	85	112	573	117	11	399	54	196	783	610
Future Volume (veh/h)	142	301	85	112	573	117	11	399	54	196	783	610
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	158	334	94	124	637	130	12	443	60	218	870	678
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	451	829	230	615	1057	471	175	1398	688	475	1649	735
Arrive On Green	0.05	0.30	0.30	0.04	0.30	0.30	0.02	0.39	0.39	0.09	0.46	0.46
Sat Flow, veh/h	3456	2748	762	3428	3554	1585	1781	3554	1585	1767	3554	1585
Grp Volume(v), veh/h	158	214	214	124	637	130	12	443	60	218	870	678
Grp Sat Flow(s),veh/h/ln	1728	1777	1733	1714	1777	1585	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	4.6	14.0	14.3	3.6	22.4	9.2	0.6	12.6	3.2	10.4	25.4	58.5
Cycle Q Clear(g_c), s	4.6	14.0	14.3	3.6	22.4	9.2	0.6	12.6	3.2	10.4	25.4	58.5
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	451	536	523	615	1057	471	175	1398	688	475	1649	735
V/C Ratio(X)	0.35	0.40	0.41	0.20	0.60	0.28	0.07	0.32	0.09	0.46	0.53	0.92
Avail Cap(c_a), veh/h	458	536	523	623	1057	471	221	1400	689	520	1649	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	40.4	40.6	33.8	43.9	39.2	26.4	30.7	24.3	22.3	27.8	36.6
Incr Delay (d2), s/veh	0.5	0.6	0.6	0.2	2.5	1.4	0.2	0.2	0.1	0.7	1.2	18.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.1	6.1	1.5	10.0	3.7	0.3	5.3	1.2	4.3	10.7	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	41.0	41.2	34.0	46.4	40.7	26.6	30.8	24.3	23.0	29.0	55.4
LnGrp LOS	D	D	D	C	D	D	C	C	C	C	C	E
Approach Vol, veh/h		586			891			515			1766	
Approach Delay, s/veh		39.6			43.9			30.0			38.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	50.0	8.6	74.0	13.9	49.4	18.9	63.7
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 6.3	44.0	* 6.1	67.7	* 6.9	43.4	* 16	57.5
Max Q Clear Time (g_c+I1), s	5.6	16.3	2.6	60.5	6.6	24.4	12.4	14.6
Green Ext Time (p_c), s	0.0	2.9	0.0	5.0	0.0	5.0	0.2	3.8

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	370	13	68	656	61	0	4	11	46	1	141
Future Vol, veh/h	108	370	13	68	656	61	0	4	11	46	1	141
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	411	14	76	729	68	0	4	12	51	1	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	0	425	0	0	1175	1607	213	1363	1580	399
Stage 1	-	-	-	-	-	-	658	658	-	915	915	-
Stage 2	-	-	-	-	-	-	517	949	-	448	665	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	821	-	-	1131	-	-	147	104	792	107	108	601
Stage 1	-	-	-	-	-	-	420	459	-	294	350	-
Stage 2	-	-	-	-	-	-	509	337	-	560	456	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	821	-	-	1131	-	-	91	83	792	85	86	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	83	-	85	86	-
Stage 1	-	-	-	-	-	-	359	392	-	251	327	-
Stage 2	-	-	-	-	-	-	350	314	-	465	389	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	20.6	34.7
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	83	792	821	-	-	1131	-	-	85	601
HCM Lane V/C Ratio	0.054	0.015	0.146	-	-	0.067	-	-	0.614	0.261
HCM Control Delay (s)	50.8	9.6	10.1	-	-	8.4	-	-	99.3	13.1
HCM Lane LOS	F	A	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0	0.5	-	-	0.2	-	-	2.8	1

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	418	4	0	795	40	2	0	14	61	0	23
Future Vol, veh/h	25	418	4	0	795	40	2	0	14	61	0	23
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	225	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	464	4	0	883	44	2	0	16	68	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	927	0	0	468	0	0	964	1449	234	1193	1429	464
Stage 1	-	-	-	-	-	-	522	522	-	905	905	-
Stage 2	-	-	-	-	-	-	442	927	-	288	524	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	733	-	-	1090	-	-	210	130	768	142	134	545
Stage 1	-	-	-	-	-	-	506	529	-	298	353	-
Stage 2	-	-	-	-	-	-	564	345	-	695	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	733	-	-	1090	-	-	194	125	768	135	129	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	125	-	135	129	-
Stage 1	-	-	-	-	-	-	487	509	-	287	353	-
Stage 2	-	-	-	-	-	-	538	345	-	655	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	11.6	43.9
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	561	733	-	-	1090	-	-	135	545
HCM Lane V/C Ratio	0.032	0.038	-	-	-	-	-	0.502	0.047
HCM Control Delay (s)	11.6	10.1	-	-	0	-	-	55.9	11.9
HCM Lane LOS	B	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	2.4	0.1

HCM 6th Edition cannot analyze u-turn movements.

HCM 6th Edition methodology does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↰↑↑		↱
Traffic Vol, veh/h	622	5	3	1160	25	1
Future Vol, veh/h	622	5	3	1160	25	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	691	6	3	1289	28	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	697	0	1342	346
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	-	-	4.14	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.22	-	3.6	3.32
Pot Cap-1 Maneuver	-	-	895	-	134	650
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	895	-	132	650
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	650	-	-	895	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Future Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	2796	1247	24	2182	0	112	3	0	245	0	121
Arrive On Green	0.01	0.79	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1781	3554	1585	0	3741	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	0	1777	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.0	3.3	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.4	0.0	2.1
Cycle Q Clear(g_c), s	0.0	3.3	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.4	0.0	2.1
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	2796	1247	0	0	0	112	3	0	245	0	121
V/C Ratio(X)	0.08	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.43
Avail Cap(c_a), veh/h	313	4735	2112	0	0	0	313	555	0	584	0	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0.0	29.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.2	0.0	31.4
LnGrp LOS	D	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		691			1277			0			64	
Approach Delay, s/veh		2.6			0.0			0.0			30.8	
Approach LOS		A			A						C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	0.0		56.2	0.0	9.5	5.4	50.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	19.5		87.5	7.5	29.5	7.5	87.5
Max Q Clear Time (g_c+I1), s	2.4	0.0		5.3	0.0	4.1	2.0	34.4
Green Ext Time (p_c), s	0.0	0.0		4.8	0.0	0.2	0.0	11.9

Intersection Summary	
HCM 6th Ctrl Delay	1.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	591	6	5	1112	13	2
Future Vol, veh/h	591	6	5	1112	13	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	7	6	1236	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1909	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	925	-	75	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	73	462
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	925	-
HCM Lane V/C Ratio	0.081	-	-	0.006	-
HCM Control Delay (s)	24.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	474	102	49	990	0	135	3	39	14	2	32
Future Volume (veh/h)	21	474	102	49	990	0	135	3	39	14	2	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1841	1841	0	1856	1826	1856	1781	1870	1707
Adj Flow Rate, veh/h	23	527	113	54	1100	0	150	3	43	16	2	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	4	4	0	3	5	3	8	2	13
Cap, veh/h	44	701	146	194	1234	0	320	13	77	139	36	266
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	15	1046	218	776	1841	0	1058	52	312	392	144	1073
Grp Volume(v), veh/h	663	0	0	54	1100	0	196	0	0	54	0	0
Grp Sat Flow(s),veh/h/ln	1279	0	0	776	1841	0	1422	0	0	1610	0	0
Q Serve(g_s), s	13.1	0.0	0.0	0.0	54.2	0.0	10.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	67.3	0.0	0.0	25.2	54.2	0.0	12.9	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.03		0.17	1.00		0.00	0.77		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	891	0	0	194	1234	0	410	0	0	442	0	0
V/C Ratio(X)	0.74	0.00	0.00	0.28	0.89	0.00	0.48	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1320	0	0	399	1720	0	410	0	0	442	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	10.2	14.9	0.0	35.9	0.0	0.0	32.4	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.8	4.7	0.0	3.9	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	0.0	0.6	19.6	0.0	5.0	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	10.9	19.7	0.0	39.9	0.0	0.0	32.9	0.0	0.0
LnGrp LOS	B	A	A	B	B	A	D	A	A	C	A	A
Approach Vol, veh/h		663			1154			196			54	
Approach Delay, s/veh		13.6			19.3			39.9			32.9	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	32.0	78.8	32.0	78.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	103.5	27.5	103.5
Max Q Clear Time (g_c+I1), s	14.9	69.3	4.8	56.2
Green Ext Time (p_c), s	0.8	5.0	0.2	12.5

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1	47	3	0	6	69	859	19	29	1465	41
Future Vol, veh/h	19	1	47	3	0	6	69	859	19	29	1465	41
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	21	1	52	3	0	7	77	954	21	32	1628	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2323	2821	814	1998	2857	488	1674	0	0	975	0	0
Stage 1	1692	1692	-	1119	1119	-	-	-	-	-	-	-
Stage 2	631	1129	-	879	1738	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 20	18	321	35	17	526	366	-	-	703	-	-
Stage 1	96	147	-	220	280	-	-	-	-	-	-	-
Stage 2	433	277	-	309	140	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 16	14	321	22	13	526	366	-	-	703	-	-
Mov Cap-2 Maneuver	~ 16	14	-	22	13	-	-	-	-	-	-	-
Stage 1	76	140	-	174	221	-	-	-	-	-	-	-
Stage 2	338	219	-	245	134	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	222.6	75.3	1.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	366	-	-	16	321	61	703	-	-
HCM Lane V/C Ratio	0.209	-	-	1.389	0.163	0.164	0.046	-	-
HCM Control Delay (s)	17.4	-	-	$ 702.6	18.4	75.3	10.4	-	-
HCM Lane LOS	C	-	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-	3.3	0.6	0.5	0.1	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	15	12	20	369	25	0	95	632	259	0	1170	5
Future Volume (veh/h)	15	12	20	369	25	0	95	632	259	0	1170	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	13	22	410	27	0	103	702	288	0	1300	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	29	49	458	481	0	197	1750	780	109	1788	7
Arrive On Green	0.05	0.05	0.05	0.26	0.26	0.00	0.49	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1781	624	1056	1781	1870	0	422	3554	1585	569	3631	14
Grp Volume(v), veh/h	16	0	35	410	27	0	103	702	288	0	636	669
Grp Sat Flow(s),veh/h/ln	1781	0	1680	1781	1870	0	422	1777	1585	569	1777	1868
Q Serve(g_s), s	0.6	0.0	1.3	14.7	0.7	0.0	13.8	8.2	7.4	0.0	18.7	18.7
Cycle Q Clear(g_c), s	0.6	0.0	1.3	14.7	0.7	0.0	32.5	8.2	7.4	0.0	18.7	18.7
Prop In Lane	1.00		0.63	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	82	0	77	458	481	0	197	1750	780	109	875	920
V/C Ratio(X)	0.20	0.00	0.45	0.90	0.06	0.00	0.52	0.40	0.37	0.00	0.73	0.73
Avail Cap(c_a), veh/h	486	0	458	499	524	0	197	1750	780	109	875	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	30.7	23.7	18.5	0.0	27.1	10.6	10.4	0.0	13.2	13.3
Incr Delay (d2), s/veh	1.1	0.0	4.1	17.6	0.0	0.0	2.5	0.1	0.3	0.0	3.1	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	8.0	0.3	0.0	1.6	2.6	2.1	0.0	6.5	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	34.8	41.3	18.5	0.0	29.6	10.7	10.7	0.0	16.3	16.2
LnGrp LOS	C	A	C	D	B	A	C	B	B	A	B	B
Approach Vol, veh/h		51			437			1093			1305	
Approach Delay, s/veh		33.7			39.8			12.5			16.2	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		7.5		37.0		21.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		34.5		3.3		20.7		16.7				
Green Ext Time (p_c), s		0.0		0.1		6.1		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	0	18	117	1	19	34	475	23	23	1042	55
Future Vol, veh/h	3	0	18	117	1	19	34	475	23	23	1042	55
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	-	-	125	-	-	125	0	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	20	130	1	21	38	528	26	26	1158	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1582	1871	610	1248	1888	277	1219	0	0	554	0	0
Stage 1	1241	1241	-	617	617	-	-	-	-	-	-	-
Stage 2	341	630	-	631	1271	-	-	-	-	-	-	-
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	73	71	437	130	70	720	568	-	-	1012	-	-
Stage 1	185	245	-	444	479	-	-	-	-	-	-	-
Stage 2	647	473	-	436	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	65	437	~ 115	64	720	568	-	-	1012	-	-
Mov Cap-2 Maneuver	160	203	-	282	174	-	-	-	-	-	-	-
Stage 1	173	239	-	414	447	-	-	-	-	-	-	-
Stage 2	585	441	-	405	231	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	15.7	26	0.8	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	568	-	-	160	437	281	720	1012	-	-
HCM Lane V/C Ratio	0.067	-	-	0.021	0.046	0.467	0.029	0.025	-	-
HCM Control Delay (s)	11.8	-	-	28	13.6	28.5	10.2	8.6	-	-
HCM Lane LOS	B	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.1	2.3	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	13	0	0	0	15	690	0	1	1811	6
Future Vol, veh/h	1	0	13	0	0	0	15	690	0	1	1811	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	14	0	0	0	17	767	0	1	2012	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2436	2819	1010	1809	2822	384	2019	0	0	767	0	0
Stage 1	2018	2018	-	801	801	-	-	-	-	-	-	-
Stage 2	418	801	-	1008	2021	-	-	-	-	-	-	-
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	16	18	238	49	18	614	278	-	-	842	-	-
Stage 1	60	101	-	344	395	-	-	-	-	-	-	-
Stage 2	583	395	-	258	101	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	15	16	238	42	16	614	278	-	-	842	-	-
Mov Cap-2 Maneuver	15	16	-	42	16	-	-	-	-	-	-	-
Stage 1	54	101	-	307	353	-	-	-	-	-	-	-
Stage 2	521	353	-	242	101	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.1	0	1.4	0
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	278	-	-	115	-	842	-	-
HCM Lane V/C Ratio	0.06	-	-	0.135	-	0.001	-	-
HCM Control Delay (s)	18.8	1	-	41.1	0	9.3	0	-
HCM Lane LOS	C	A	-	E	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	7
Future Vol, veh/h	980	17	0	1228	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Control Delay (s)	12.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	33	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2285	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	767	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	421	-	-	-	33	339
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	421	-	-	-	~ 21	339
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	421	-	-	-	82	339
HCM Lane V/C Ratio	0.374	-	-	-	0.398	0.192
HCM Control Delay (s)	18.6	-	-	-	75.3	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1525
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	144
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	144
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	144
HCM Lane V/C Ratio	-	-	-	0.226
HCM Control Delay (s)	-	-	-	37.2
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	97	621	19	165	1627
Future Vol, veh/h	10	97	621	19	165	1627
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	-	-	-	205	-
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	108	690	21	183	1808

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1971	356	0	0	711	0
Stage 1	701	-	-	-	-	-
Stage 2	1270	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	640	-	-	884	-
Stage 1	453	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	640	-	-	884	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	181	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	26.8	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	282	884	-
HCM Lane V/C Ratio	-	-	0.422	0.207	-
HCM Control Delay (s)	-	-	26.8	10.1	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2	0.8	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	54	135	21	37
Demand Flow Rate, veh/h	55	138	21	37
Vehicles Circulating, veh/h	26	32	66	38
Vehicles Exiting, veh/h	49	55	15	132
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.6	2.9	2.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	55	138	21	37
Cap Entry Lane, veh/h	1344	1336	1290	1327
Entry HV Adj Factor	0.988	0.982	0.990	0.997
Flow Entry, veh/h	54	135	21	37
Cap Entry, veh/h	1327	1311	1277	1324
V/C Ratio	0.041	0.103	0.016	0.028
Control Delay, s/veh	3.0	3.6	2.9	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	649	34	44	1146	2	49	0	28	0	0	1
Future Volume (veh/h)	1	649	34	44	1146	2	49	0	28	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	721	38	49	1273	2	54	0	31	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1471	77	280	1593	3	735	0	733	0	0	733
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.46	0.00	0.46	0.00	0.00	0.46
Sat Flow, veh/h	1	3361	177	706	3640	6	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	401	0	359	49	621	654	54	0	31	0	0	1
Grp Sat Flow(s),veh/h/ln	1869	0	1670	706	1777	1869	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.0	0.0	13.9	4.8	27.2	27.2	1.9	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.8	0.0	13.9	18.7	27.2	27.2	1.9	0.0	1.0	0.0	0.0	0.0
Prop In Lane	0.00		0.11	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	858	0	731	280	777	818	735	0	733	0	0	733
V/C Ratio(X)	0.47	0.00	0.49	0.17	0.80	0.80	0.07	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	1334	0	1160	462	1234	1298	735	0	733	0	0	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	18.1	24.8	21.9	21.9	13.5	0.0	13.3	0.0	0.0	13.0
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.3	2.0	1.9	0.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.9	0.8	10.5	11.0	0.6	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	0.0	18.6	25.1	23.9	23.8	13.7	0.0	13.4	0.0	0.0	13.0
LnGrp LOS	B	A	B	C	C	C	B	A	B	A	A	B
Approach Vol, veh/h		760			1324			85			1	
Approach Delay, s/veh		18.6			23.9			13.6			13.0	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	46.1	43.9	46.1	43.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	62.5	18.5	62.5
Max Q Clear Time (g_c+I1), s	3.9	15.9	2.0	29.2
Green Ext Time (p_c), s	0.2	4.8	0.0	10.2

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Future Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1212	69	40	940	2	40	10	36	3	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1610	92	158	1714	4	575	136	680	358	19	317
Arrive On Green	0.00	0.47	0.47	0.47	0.47	0.47	0.43	0.43	0.43	0.43	0.00	0.43
Sat Flow, veh/h	595	3418	194	432	3638	8	1174	318	1585	694	44	738
Grp Volume(v), veh/h	0	630	651	40	459	483	50	0	36	6	0	0
Grp Sat Flow(s),veh/h/ln	595	1777	1835	432	1777	1869	1491	0	1585	1477	0	0
Q Serve(g_s), s	0.0	26.1	26.2	7.5	16.6	16.6	1.2	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	26.1	26.2	33.7	16.6	16.6	1.7	0.0	1.2	0.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	0.80		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	80	837	865	158	837	880	712	0	680	693	0	0
V/C Ratio(X)	0.00	0.75	0.75	0.25	0.55	0.55	0.07	0.00	0.05	0.01	0.00	0.00
Avail Cap(c_a), veh/h	220	1254	1295	259	1254	1319	712	0	680	693	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.5	19.5	33.3	17.0	17.0	15.1	0.0	15.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	1.4	0.8	0.6	0.5	0.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	10.1	0.8	6.1	6.4	0.6	0.0	0.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.9	20.9	34.2	17.5	17.5	15.3	0.0	15.2	14.8	0.0	0.0
LnGrp LOS	A	C	C	C	B	B	B	A	B	B	A	A
Approach Vol, veh/h		1281			982			86			6	
Approach Delay, s/veh		20.9			18.2			15.3			14.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.1		46.9		43.1		46.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		17.5		63.5		17.5		63.5				
Max Q Clear Time (g_c+I1), s		3.7		28.2		2.2		35.7				
Green Ext Time (p_c), s		0.2		9.9		0.0		6.7				

Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1098	17	0	939	6	0	0	0	2	0	2
Future Vol, veh/h	0	1098	17	0	939	6	0	0	0	2	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	-	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1220	19	0	1043	7	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	610	1657	-	525
Stage 1	-	-	-	-	-	-	-	-	-	1047	-	-
Stage 2	-	-	-	-	-	-	-	-	-	610	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	437	64	0	497
Stage 1	0	-	-	0	-	-	0	0	-	244	0	-
Stage 2	0	-	-	0	-	-	0	0	-	448	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	437	64	-	497
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	64	-	-
Stage 1	-	-	-	-	-	-	-	-	-	244	-	-
Stage 2	-	-	-	-	-	-	-	-	-	448	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	12.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	497
HCM Lane V/C Ratio	-	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	-	12.3
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	232	971	17	18	720	46	7	0	37	23	1	162
Future Vol, veh/h	232	971	17	18	720	46	7	0	37	23	1	162
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	360	-	150	75	-	150	0	-	-	75	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	258	1079	19	20	800	51	8	0	41	26	1	180

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	851	0	0	1098	0	0	2036	2486	540	1896	2454	400
Stage 1	-	-	-	-	-	-	1595	1595	-	840	840	-
Stage 2	-	-	-	-	-	-	441	891	-	1056	1614	-
Critical Hdwy	4.14	-	-	4.22	-	-	7.54	6.54	6.96	7.54	6.54	6.94
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	2.22	-	-	2.26	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	783	-	-	609	-	-	33	29	484	42	30	600
Stage 1	-	-	-	-	-	-	111	165	-	326	379	-
Stage 2	-	-	-	-	-	-	565	359	-	241	161	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	783	-	-	609	-	-	16	19	484	28	19	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	19	-	28	19	-
Stage 1	-	-	-	-	-	-	74	111	-	218	366	-
Stage 2	-	-	-	-	-	-	381	347	-	148	108	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.3	0.3	69	55.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2	SWLn3
Capacity (veh/h)	16	484	783	-	-	609	-	-	28	19	600
HCM Lane V/C Ratio	0.486	0.085	0.329	-	-	0.033	-	-	0.913	0.058	0.3
HCM Control Delay (s)	$ 364.6	13.1	11.8	-	-	11.1	-	-	$ 344.6	205.9	13.6
HCM Lane LOS	F	B	B	-	-	B	-	-	F	F	B
HCM 95th %tile Q(veh)	1.3	0.3	1.4	-	-	0.1	-	-	2.9	0.2	1.3

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	960	11	25	794	4	0	0	71	2	0	7
Future Vol, veh/h	3	960	11	25	794	4	0	0	71	2	0	7
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	75	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	3	1067	12	28	882	4	0	0	79	2	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	886	0	0	1079	0	0	-	-	540	1480	2025	443
Stage 1	-	-	-	-	-	-	-	-	-	940	940	-
Stage 2	-	-	-	-	-	-	-	-	-	540	1085	-
Critical Hdwy	4.14	-	-	4.3	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.3	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	760	-	-	597	-	-	0	0	486	87	57	562
Stage 1	-	-	-	-	-	-	0	0	-	283	340	-
Stage 2	-	-	-	-	-	-	0	0	-	494	291	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	760	-	-	597	-	-	-	-	486	70	54	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	70	54	-
Stage 1	-	-	-	-	-	-	-	-	-	282	324	-
Stage 2	-	-	-	-	-	-	-	-	-	412	290	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.3	13.8	22.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	486	760	-	-	597	-	-	219
HCM Lane V/C Ratio	0.162	0.004	-	-	0.047	-	-	0.046
HCM Control Delay (s)	13.8	9.8	-	-	11.3	-	-	22.2
HCM Lane LOS	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	5	25	1035	835	49	0	78
Future Vol, veh/h	5	25	1035	835	49	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	5	28	1150	928	54	0	87

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	982	982	0	-	0	-	491
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	341	699	-	-	-	0	523
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	568	568	-	-	-	-	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	568	-	-	-	523
HCM Lane V/C Ratio	0.058	-	-	-	0.166
HCM Control Delay (s)	11.7	-	-	-	13.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Future Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	411	659	124	0	500	220	153	826	149	273	461	284
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	639	1389	261	521	743	325	328	1009	363	288	1196	534
Arrive On Green	0.10	0.47	0.47	0.00	0.31	0.31	0.06	0.28	0.28	0.11	0.34	0.34
Sat Flow, veh/h	3456	2985	561	3428	2405	1053	1781	3554	1585	1767	3554	1585
Grp Volume(v), veh/h	411	392	391	0	369	351	153	826	149	273	461	284
Grp Sat Flow(s),veh/h/ln	1728	1777	1769	1714	1777	1681	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	10.3	20.1	20.1	0.0	24.0	24.2	7.7	28.8	17.9	14.3	13.1	19.2
Cycle Q Clear(g_c), s	10.3	20.1	20.1	0.0	24.0	24.2	7.7	28.8	17.9	14.3	13.1	19.2
Prop In Lane	1.00		0.32	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	639	827	823	521	549	519	328	1009	363	288	1196	534
V/C Ratio(X)	0.64	0.47	0.48	0.00	0.67	0.68	0.47	0.82	0.41	0.95	0.39	0.53
Avail Cap(c_a), veh/h	957	827	823	1182	549	519	328	1009	363	288	1196	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	24.4	24.4	0.0	40.0	40.1	32.0	44.4	105.4	32.7	33.6	35.6
Incr Delay (d2), s/veh	1.1	0.5	0.5	0.0	6.4	6.9	1.0	5.5	0.9	38.9	0.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	8.2	8.2	0.0	11.2	10.7	3.5	13.1	7.4	9.0	5.7	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	24.9	24.9	0.0	46.5	47.0	33.0	49.9	106.3	71.6	34.5	39.4
LnGrp LOS	C	C	C	A	D	D	C	D	F	E	C	D
Approach Vol, veh/h		1194			720			1128			1018	
Approach Delay, s/veh		26.5			46.7			55.0			45.8	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	67.8	14.0	51.0	20.8	47.0	21.0	44.0
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 26	41.0	* 7.7	44.7	* 26	41.0	* 15	37.7
Max Q Clear Time (g_c+I1), s	0.0	22.1	9.7	21.2	12.3	26.2	16.3	30.8
Green Ext Time (p_c), s	0.0	5.2	0.0	4.7	1.2	4.3	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
Future Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	836	41	88	578	67	7	2	88	60	1	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	645	0	0	877	0	0	1569	1924	439	1453	1911	323
Stage 1	-	-	-	-	-	-	1103	1103	-	788	788	-
Stage 2	-	-	-	-	-	-	466	821	-	665	1123	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	936	-	-	766	-	-	75	66	566	91	67	673
Stage 1	-	-	-	-	-	-	225	285	-	350	400	-
Stage 2	-	-	-	-	-	-	546	387	-	416	279	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	766	-	-	52	51	566	61	52	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	51	-	61	52	-
Stage 1	-	-	-	-	-	-	196	248	-	304	354	-
Stage 2	-	-	-	-	-	-	414	342	-	303	242	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.2	19.4	96.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	52	566	936	-	-	766	-	-	61	673
HCM Lane V/C Ratio	0.171	0.155	0.132	-	-	0.115	-	-	1.002	0.14
HCM Control Delay (s)	88	12.5	9.4	-	-	10.3	-	-	227.5	11.2
HCM Lane LOS	F	B	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	0.6	0.5	0.5	-	-	0.4	-	-	4.8	0.5

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	819	6	4	522	59	4	1	35	63	0	59
Future Vol, veh/h	79	819	6	4	522	59	4	1	35	63	0	59
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	225	-	-	315	-	-	-	-	350	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	910	7	4	580	66	4	1	39	70	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	917	0	0	1388	1744	459	1253	1714	323
Stage 1	-	-	-	-	-	-	1090	1090	-	621	621	-
Stage 2	-	-	-	-	-	-	298	654	-	632	1093	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	935	-	-	740	-	-	102	86	549	129	89	673
Stage 1	-	-	-	-	-	-	230	289	-	442	477	-
Stage 2	-	-	-	-	-	-	686	461	-	435	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	935	-	-	740	-	-	85	77	549	110	80	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	77	-	110	80	-
Stage 1	-	-	-	-	-	-	208	262	-	400	475	-
Stage 2	-	-	-	-	-	-	616	459	-	365	261	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	17	48
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	83	549	935	-	-	740	-	-	110	673
HCM Lane V/C Ratio	0.067	0.071	0.094	-	-	0.006	-	-	0.636	0.097
HCM Control Delay (s)	51.5	12.1	9.2	-	-	9.9	-	-	82.7	10.9
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0.2	0.3	-	-	0	-	-	3.2	0.3

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 6th Edition methodology does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1251	14	0	953	20	1
Future Vol, veh/h	1251	14	0	953	20	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1390	16	0	1059	22	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	1920	695
Stage 1	-	-	-	-	1390	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	-	-	-	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.6	3.32
Pot Cap-1 Maneuver	-	-	0	-	54	385
Stage 1	-	-	0	-	183	-
Stage 2	-	-	0	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	54	385
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	533	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	385	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Future Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	1163	0	0	837	18	0	0	0	101	0	208
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	2121	946	347	1311	28	172	4	0	369	0	312
Arrive On Green	0.13	0.60	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.11	0.00	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3557	76	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	247	1163	0	0	418	437	0	0	0	101	0	208
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1857	1781	1870	0	1781	0	1585
Q Serve(g_s), s	3.2	8.6	0.0	0.0	8.5	8.5	0.0	0.0	0.0	2.3	0.0	5.3
Cycle Q Clear(g_c), s	3.2	8.6	0.0	0.0	8.5	8.5	0.0	0.0	0.0	2.3	0.0	5.3
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	501	2121	946	347	655	684	172	4	0	369	0	312
V/C Ratio(X)	0.49	0.55	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.27	0.00	0.67
Avail Cap(c_a), veh/h	987	7363	3284	547	3177	3320	376	792	0	899	0	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	5.3	0.0	0.0	11.4	11.4	0.0	0.0	0.0	17.1	0.0	16.2
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.4	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	0.0	0.0	2.4	2.5	0.0	0.0	0.0	0.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	5.5	0.0	0.0	12.4	12.4	0.0	0.0	0.0	17.5	0.0	18.7
LnGrp LOS	A	A	A	A	B	B	A	A	A	B	A	B
Approach Vol, veh/h		1410			855			0			309	
Approach Delay, s/veh		6.0			12.4			0.0			18.3	
Approach LOS		A			B						B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	3.6	0.0	30.6	0.0	13.1	10.0	20.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.5	5.0	90.5	5.1	31.4	17.4	78.1
Max Q Clear Time (g_c+I1), s	4.3	0.0	0.0	10.6	0.0	7.3	5.2	10.5
Green Ext Time (p_c), s	0.2	0.0	0.0	10.4	0.0	1.3	0.5	5.6

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	591	6	5	1112	13	2
Future Vol, veh/h	591	6	5	1112	13	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	7	6	1236	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1909	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	925	-	75	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	73	462
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	925	-
HCM Lane V/C Ratio	0.081	-	-	0.006	-
HCM Control Delay (s)	24.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Future Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1037	36	6	752	2	58	0	10	16	2	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	74	1459	50	470	1637	4	122	0	13	64	16	56
Arrive On Green	0.88	0.88	0.88	0.88	0.88	0.88	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	53	1662	57	526	1865	5	1280	0	221	484	270	963
Grp Volume(v), veh/h	1120	0	0	6	0	754	68	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1773	0	0	526	0	1869	1500	0	0	1717	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.6	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.9	0.0	0.0	0.4	0.0	11.6	6.1	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.56
Lane Grp Cap(c), veh/h	1583	0	0	470	0	1641	134	0	0	135	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.01	0.00	0.46	0.51	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1583	0	0	470	0	1641	230	0	0	242	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	1.1	0.0	1.7	64.9	0.0	0.0	63.7	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.9	2.9	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	0.0	0.0	1.9	2.5	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	0.0	1.1	0.0	2.7	67.8	0.0	0.0	65.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1120			760			68			41	
Approach Delay, s/veh		5.3			2.7			67.8			65.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		127.5		12.6		127.5		12.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		123.0		18.0		123.0		18.0				
Max Q Clear Time (g_c+I1), s		27.9		8.1		13.6		5.2				
Green Ext Time (p_c), s		14.1		0.2		5.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
Future Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	37	1	58	18	2	51	51	1584	7	24	1047	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1990	2788	524	2262	2815	796	1077	0	0	1591	0	0
Stage 1	1095	1095	-	1690	1690	-	-	-	-	-	-	-
Stage 2	895	1693	-	572	1125	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 36	18	498	22	18	330	626	-	-	408	-	-
Stage 1	226	288	-	97	148	-	-	-	-	-	-	-
Stage 2	300	147	-	472	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 24	16	498	~ 17	16	330	626	-	-	408	-	-
Mov Cap-2 Maneuver	~ 24	16	-	~ 17	16	-	-	-	-	-	-	-
Stage 1	208	271	-	89	136	-	-	-	-	-	-	-
Stage 2	229	135	-	391	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	258.9	$ 366.4	0.4	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	626	-	-	24	498	53	408	-	-
HCM Lane V/C Ratio	0.082	-	-	1.574	0.116	1.342	0.06	-	-
HCM Control Delay (s)	11.3	-	-	$ 634.8	13.2	$ 366.4	14.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.7	0.4	6.4	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Future Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	27	5	424	27	0	55	1277	403	1	679	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	79	15	478	501	0	371	1635	729	164	1664	12
Arrive On Green	0.05	0.05	0.05	0.27	0.27	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	1535	284	1781	1870	0	757	3554	1585	294	3616	27
Grp Volume(v), veh/h	27	0	32	424	27	0	55	1277	403	1	334	350
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1870	0	757	1777	1585	294	1777	1866
Q Serve(g_s), s	0.9	0.0	1.0	14.0	0.7	0.0	3.2	18.6	11.3	0.2	7.7	7.7
Cycle Q Clear(g_c), s	0.9	0.0	1.0	14.0	0.7	0.0	10.8	18.6	11.3	18.7	7.7	7.7
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	92	0	94	478	501	0	371	1635	729	164	818	858
V/C Ratio(X)	0.29	0.00	0.34	0.89	0.05	0.00	0.15	0.78	0.55	0.01	0.41	0.41
Avail Cap(c_a), veh/h	523	0	534	537	564	0	424	1883	840	184	942	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.1	21.6	16.7	0.0	14.6	14.0	12.0	21.9	11.0	11.0
Incr Delay (d2), s/veh	1.7	0.0	2.1	15.3	0.0	0.0	0.2	1.9	0.7	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	7.4	0.3	0.0	0.5	6.1	3.2	0.0	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	30.2	36.9	16.7	0.0	14.8	15.9	12.6	21.9	11.3	11.3
LnGrp LOS	C	A	C	D	B	A	B	B	B	C	B	B
Approach Vol, veh/h		59			451			1735			685	
Approach Delay, s/veh		30.0			35.7			15.1			11.3	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.7		7.7		32.7		20.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		20.6		3.0		20.7		16.0				
Green Ext Time (p_c), s		7.6		0.1		3.0		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
Future Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	81	0	58	8	1106	106	98	589	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1357	2016	298	1666	1966	606	595	0	0	1212	0	0
Stage 1	788	788	-	1175	1175	-	-	-	-	-	-	-
Stage 2	569	1228	-	491	791	-	-	-	-	-	-	-
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	108	58	698	~ 63	62	440	977	-	-	571	-	-
Stage 1	350	400	-	204	264	-	-	-	-	-	-	-
Stage 2	474	249	-	528	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	48	698	~ 54	51	440	977	-	-	571	-	-
Mov Cap-2 Maneuver	232	133	-	177	198	-	-	-	-	-	-	-
Stage 1	347	331	-	202	262	-	-	-	-	-	-	-
Stage 2	408	247	-	434	330	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	10.2	30.2	0.1	1.8
HCM LOS	B	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	977	-	-	-	698	177	440	571	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.008	0.458	0.131	0.171	-	-
HCM Control Delay (s)	8.7	-	-	0	10.2	41.5	14.4	12.6	-	-
HCM Lane LOS	A	-	-	A	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	2.2	0.4	0.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	7	1422	0	0	1028	5
Future Vol, veh/h	1	0	1	0	0	0	7	1422	0	0	1028	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	8	1580	0	0	1142	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	2741	574	2167	2744	790	1148	0	0	1580	0	0
Stage 1	1145	1145	-	1596	1596	-	-	-	-	-	-	-
Stage 2	806	1596	-	571	1148	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	20	440	26	20	333	604	-	-	412	-	-
Stage 1	212	272	-	111	165	-	-	-	-	-	-	-
Stage 2	342	165	-	473	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	18	440	24	18	333	604	-	-	412	-	-
Mov Cap-2 Maneuver	35	18	-	24	18	-	-	-	-	-	-	-
Stage 1	189	272	-	99	147	-	-	-	-	-	-	-
Stage 2	305	147	-	472	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	62.3	0	0.7	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	604	-	-	65	-	412	-	-
HCM Lane V/C Ratio	0.013	-	-	0.034	-	-	-	-
HCM Control Delay (s)	11	0.6	-	62.3	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	840
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	309
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	309	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2141	556
Stage 1	-	-	-	-	1067	-
Stage 2	-	-	-	-	1074	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	624	-	-	-	~ 42	475
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	624	-	-	-	~ 30	475
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	289	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	624	-	-	-	124	475
HCM Lane V/C Ratio	0.282	-	-	-	0.377	0.197
HCM Control Delay (s)	13	-	-	-	50.6	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.2	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↗		↗
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1064
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	270
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	270
HCM Lane V/C Ratio	-	-	-	0.173
HCM Control Delay (s)	-	-	-	21.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	11.7

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	20	176	1259	22	64	964
Future Vol, veh/h	20	176	1259	22	64	964
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	-	-	-	75	-
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	9	2	2
Mvmt Flow	22	196	1399	24	71	1071

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2089	712	0	0	1423	0
Stage 1	1411	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	45	375	-	-	474	-
Stage 1	191	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	375	-	-	474	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	145.3	0	0.9
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	197	474	-
HCM Lane V/C Ratio	-	-	1.105	0.15	-
HCM Control Delay (s)	-	-	145.3	13.9	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	10.4	0.5	-

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	48	87	15	49
Demand Flow Rate, veh/h	49	89	15	50
Vehicles Circulating, veh/h	44	26	72	65
Vehicles Exiting, veh/h	71	61	21	50
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.3	2.9	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	49	89	15	50
Cap Entry Lane, veh/h	1319	1344	1282	1291
Entry HV Adj Factor	0.989	0.977	0.993	0.976
Flow Entry, veh/h	48	87	15	49
Cap Entry, veh/h	1305	1312	1274	1260
V/C Ratio	0.037	0.066	0.012	0.039
Control Delay, s/veh	3.1	3.3	2.9	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Future Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.64	0.68		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	0	1212	69	40	940	2	40	10	36	3	0	3
Adj No. of Lanes	1	1	1	0	1	0	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1294	1100	50	702	1	313	71	207	166	19	125
Arrive On Green	0.00	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.00	0.21
Sat Flow, veh/h	593	1863	1583	12	1010	2	1173	344	1006	517	92	610
Grp Volume(v), veh/h	0	1212	69	982	0	0	50	0	36	6	0	0
Grp Sat Flow(s),veh/h/ln	593	1863	1583	1024	0	0	1516	0	1006	1220	0	0
Q Serve(g_s), s	0.0	51.2	1.3	11.3	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	51.2	1.3	62.5	0.0	0.0	2.0	0.0	2.7	2.0	0.0	0.0
Prop In Lane	1.00		1.00	0.04		0.00	0.80		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	80	1294	1100	753	0	0	384	0	207	311	0	0
V/C Ratio(X)	0.00	0.94	0.06	1.30	0.00	0.00	0.13	0.00	0.17	0.02	0.00	0.00
Avail Cap(c_a), veh/h	80	1294	1100	753	0	0	384	0	207	311	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.0	4.4	17.7	0.0	0.0	29.2	0.0	29.5	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.8	0.0	146.5	0.0	0.0	0.7	0.0	1.8	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.2	0.5	43.1	0.0	0.0	1.1	0.0	0.8	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	24.9	4.4	164.1	0.0	0.0	29.9	0.0	31.3	28.6	0.0	0.0
LnGrp LOS		C	A	F			C		C	C		
Approach Vol, veh/h		1281			982			86			6	
Approach Delay, s/veh		23.8			164.1			30.5			28.6	
Approach LOS		C			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.0		67.0		23.0		67.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5
Max Q Clear Time (g_c+I1), s		4.7		53.2		4.0		64.5
Green Ext Time (p_c), s		0.3		6.1		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Future Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.64	0.68		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1212	69	40	940	2	40	10	36	3	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1299	1101	50	715	1	314	71	207	167	19	126
Arrive On Green	0.00	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.00	0.21
Sat Flow, veh/h	595	1870	1585	13	1029	2	1177	345	1007	519	93	612
Grp Volume(v), veh/h	0	1212	69	982	0	0	50	0	36	6	0	0
Grp Sat Flow(s),veh/h/ln	595	1870	1585	1044	0	0	1522	0	1007	1224	0	0
Q Serve(g_s), s	0.0	50.6	1.3	11.9	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	50.6	1.3	62.5	0.0	0.0	2.0	0.0	2.7	2.0	0.0	0.0
Prop In Lane	1.00		1.00	0.04		0.00	0.80		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	80	1299	1101	767	0	0	385	0	207	312	0	0
V/C Ratio(X)	0.00	0.93	0.06	1.28	0.00	0.00	0.13	0.00	0.17	0.02	0.00	0.00
Avail Cap(c_a), veh/h	80	1299	1101	767	0	0	385	0	207	312	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.9	4.4	17.2	0.0	0.0	29.2	0.0	29.5	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.3	0.0	136.3	0.0	0.0	0.7	0.0	1.8	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.4	0.3	37.1	0.0	0.0	0.9	0.0	0.7	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.2	4.4	153.5	0.0	0.0	29.9	0.0	31.3	28.6	0.0	0.0
LnGrp LOS	A	C	A	F	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1281			982			86			6	
Approach Delay, s/veh		23.2			153.5			30.5			28.6	
Approach LOS		C			F			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		67.0		23.0		67.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5				
Max Q Clear Time (g_c+I1), s		4.7		52.6		4.0		64.5				
Green Ext Time (p_c), s		0.3		6.4		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	77.8
HCM 6th LOS	E

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Future Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	411	659	124	0	500	220	153	826	149	273	514	248
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	260	1067	200	331	489	414	399	1490	587	363	1788	758
Arrive On Green	0.05	0.36	0.36	0.00	0.26	0.26	0.04	0.42	0.42	0.10	0.48	0.48
Sat Flow, veh/h	3456	2985	561	3428	1870	1585	1781	3554	1585	1767	3741	1585
Grp Volume(v), veh/h	411	392	391	0	500	220	153	826	149	273	514	248
Grp Sat Flow(s),veh/h/ln	1728	1777	1769	1714	1870	1585	1781	1777	1585	1767	1870	1585
Q Serve(g_s), s	7.1	27.3	27.4	0.0	39.2	17.9	6.1	26.4	17.1	12.8	12.5	14.5
Cycle Q Clear(g_c), s	7.1	27.3	27.4	0.0	39.2	17.9	6.1	26.4	17.1	12.8	12.5	14.5
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	635	632	331	489	414	399	1490	587	363	1788	758
V/C Ratio(X)	1.58	0.62	0.62	0.00	1.02	0.53	0.38	0.55	0.25	0.75	0.29	0.33
Avail Cap(c_a), veh/h	260	635	632	596	489	414	399	1490	587	375	1788	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	39.7	39.8	0.0	55.4	47.5	24.7	33.0	83.4	24.6	23.7	24.2
Incr Delay (d2), s/veh	280.2	2.0	2.0	0.0	46.7	4.8	0.6	0.5	0.3	8.1	0.4	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	12.0	12.0	0.0	24.3	7.5	3.5	11.2	7.0	5.9	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	327.0	41.7	41.8	0.0	102.1	52.3	25.3	33.5	83.7	32.6	24.1	25.4
LnGrp LOS	F	D	D	A	F	D	C	C	F	C	C	C
Approach Vol, veh/h		1194			720			1128			1035	
Approach Delay, s/veh		139.9			86.9			39.0			26.7	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	59.6	12.4	78.0	14.4	45.2	21.2	69.2
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 12	40.0	* 6.1	71.7	* 7.1	39.2	* 16	61.9
Max Q Clear Time (g_c+I1), s	0.0	29.4	8.1	16.5	9.1	41.2	14.8	28.4
Green Ext Time (p_c), s	0.0	3.9	0.0	5.5	0.0	0.0	0.1	8.1

Intersection Summary	
HCM 6th Ctrl Delay	73.9
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 2010 Research does not support Non-NEMA phasing.

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 2010 Research does not support Non-NEMA phasing.

HCM 6th Edition methodology does not support Non-NEMA phasing.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Future Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	247	1163	0	0	837	18	0	0	0	101	0	208
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	488	2370	1060	123	2372	51	3	3	0	313	0	279
Arrive On Green	0.67	0.67	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.18	0.00	0.18
Sat Flow, veh/h	643	3539	1583	481	3543	76	1774	1863	0	1774	0	1583
Grp Volume(v), veh/h	247	1163	0	0	418	437	0	0	0	101	0	208
Grp Sat Flow(s),veh/h/ln	643	1770	1583	481	1770	1849	1774	1863	0	1774	0	1583
Q Serve(g_s), s	15.8	9.4	0.0	0.0	6.0	6.0	0.0	0.0	0.0	2.9	0.0	7.3
Cycle Q Clear(g_c), s	21.7	9.4	0.0	0.0	6.0	6.0	0.0	0.0	0.0	2.9	0.0	7.3
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	2370	1060	123	1185	1238	3	3	0	313	0	279
V/C Ratio(X)	0.51	0.49	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.32	0.00	0.75
Avail Cap(c_a), veh/h	1153	6031	2698	621	3016	3151	577	606	0	547	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	4.7	0.0	0.0	4.2	4.2	0.0	0.0	0.0	21.0	0.0	22.8
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.6	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.6	0.0	0.0	2.8	3.0	0.0	0.0	0.0	1.5	0.0	3.5
LnGrp Delay(d),s/veh	9.7	4.9	0.0	0.0	4.4	4.3	0.0	0.0	0.0	21.6	0.0	26.8
LnGrp LOS	A	A			A	A				C		C
Approach Vol, veh/h		1410			855			0			309	
Approach Delay, s/veh		5.7			4.3			0.0			25.1	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		0.0		43.6		14.8		43.6
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		19.0		99.5		18.0		99.5
Max Q Clear Time (g_c+I1), s		0.0		23.7		9.3		8.0
Green Ext Time (p_c), s		0.0		15.4		1.0		5.6

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Future Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	1163	0	0	837	18	0	0	0	101	0	208
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	2377	1060	124	2379	51	3	3	0	314	0	280
Arrive On Green	0.67	0.67	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.18	0.00	0.18
Sat Flow, veh/h	646	3554	1585	483	3557	76	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	247	1163	0	0	418	437	0	0	0	101	0	208
Grp Sat Flow(s),veh/h/ln	646	1777	1585	483	1777	1857	1781	1870	0	1781	0	1585
Q Serve(g_s), s	15.6	9.4	0.0	0.0	5.9	5.9	0.0	0.0	0.0	2.9	0.0	7.2
Cycle Q Clear(g_c), s	21.5	9.4	0.0	0.0	5.9	5.9	0.0	0.0	0.0	2.9	0.0	7.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	2377	1060	124	1188	1242	3	3	0	314	0	280
V/C Ratio(X)	0.50	0.49	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.32	0.00	0.74
Avail Cap(c_a), veh/h	1163	6083	2713	627	3042	3178	582	611	0	552	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	4.7	0.0	0.0	4.2	4.2	0.0	0.0	0.0	20.9	0.0	22.7
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.6	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	0.0	0.0	1.0	1.1	0.0	0.0	0.0	1.2	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	4.9	0.0	0.0	4.3	4.3	0.0	0.0	0.0	21.5	0.0	26.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		1410			855			0			309	
Approach Delay, s/veh		5.7			4.3			0.0			24.9	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		43.4		14.8		43.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.0		99.5		18.0		99.5				
Max Q Clear Time (g_c+I1), s		0.0		23.5		9.2		7.9				
Green Ext Time (p_c), s		0.0		15.3		1.0		5.6				

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Future Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1854	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	47	1037	36	6	752	2	58	0	10	16	2	23
Adj No. of Lanes	0	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	73	1449	50	469	1633	4	123	0	13	63	15	54
Arrive On Green	0.88	0.88	0.88	0.88	0.88	0.88	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	53	1648	56	524	1857	5	1331	0	230	486	265	959
Grp Volume(v), veh/h	1120	0	0	6	0	754	68	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	0	524	0	1862	1561	0	0	1709	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.5	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.1	0.0	0.0	0.4	0.0	11.5	5.8	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.56
Lane Grp Cap(c), veh/h	1572	0	0	469	0	1637	136	0	0	132	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.01	0.00	0.46	0.50	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	1572	0	0	469	0	1637	243	0	0	248	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	1.0	0.0	1.7	64.6	0.0	0.0	63.6	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.0	0.0	0.9	2.8	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	0.0	0.0	0.0	0.0	6.1	2.7	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	5.4	0.0	0.0	1.1	0.0	2.6	67.5	0.0	0.0	64.9	0.0	0.0
LnGrp LOS	A			A		A	E			E		
Approach Vol, veh/h		1120			760			68			41	
Approach Delay, s/veh		5.4			2.6			67.5			64.9	
Approach LOS		A			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		127.0		12.3		127.0		12.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		122.5		18.5		122.5		18.5
Max Q Clear Time (g_c+I1), s		28.1		7.8		13.5		5.2
Green Ext Time (p_c), s		14.1		0.2		5.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Future Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1037	36	6	752	2	58	0	10	16	2	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	74	1459	50	470	1636	4	122	0	13	64	16	56
Arrive On Green	0.88	0.88	0.88	0.88	0.88	0.88	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	53	1662	57	526	1865	5	1280	0	221	483	270	963
Grp Volume(v), veh/h	1120	0	0	6	0	754	68	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1773	0	0	526	0	1869	1500	0	0	1717	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.5	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.9	0.0	0.0	0.4	0.0	11.5	6.0	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.56
Lane Grp Cap(c), veh/h	1583	0	0	470	0	1641	135	0	0	135	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.01	0.00	0.46	0.50	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1583	0	0	470	0	1641	236	0	0	249	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	1.1	0.0	1.8	64.6	0.0	0.0	63.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.9	2.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.0	0.0	1.9	2.5	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	0.0	1.1	0.0	2.7	67.5	0.0	0.0	64.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1120			760			68			41	
Approach Delay, s/veh		5.3			2.7			67.5			64.7	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		127.0		12.6		127.0		12.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		122.5		18.5		122.5		18.5				
Max Q Clear Time (g_c+I1), s		27.9		8.0		13.5		5.2				
Green Ext Time (p_c), s		14.1		0.2		5.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Future Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	27	27	5	424	27	0	55	1277	403	1	679	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	79	15	477	501	0	369	1629	729	163	1657	12
Arrive On Green	0.05	0.05	0.05	0.27	0.27	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1774	1530	283	1774	1863	0	754	3539	1583	293	3601	27
Grp Volume(v), veh/h	27	0	32	424	27	0	55	1277	403	1	334	350
Grp Sat Flow(s),veh/h/ln	1774	0	1813	1774	1863	0	754	1770	1583	293	1770	1858
Q Serve(g_s), s	0.9	0.0	1.0	14.1	0.7	0.0	3.2	18.7	11.3	0.2	7.7	7.7
Cycle Q Clear(g_c), s	0.9	0.0	1.0	14.1	0.7	0.0	10.9	18.7	11.3	18.9	7.7	7.7
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	92	0	94	477	501	0	369	1629	729	163	814	855
V/C Ratio(X)	0.29	0.00	0.34	0.89	0.05	0.00	0.15	0.78	0.55	0.01	0.41	0.41
Avail Cap(c_a), veh/h	519	0	530	534	560	0	421	1870	837	183	935	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	28.2	21.6	16.7	0.0	14.7	14.0	12.0	22.0	11.0	11.0
Incr Delay (d2), s/veh	1.8	0.0	2.1	15.6	0.0	0.0	0.2	2.0	0.7	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	8.9	0.3	0.0	0.7	9.5	5.1	0.0	3.8	4.0
LnGrp Delay(d),s/veh	29.9	0.0	30.3	37.3	16.7	0.0	14.9	16.0	12.7	22.0	11.4	11.4
LnGrp LOS	C		C	D	B		B	B	B	C	B	B
Approach Vol, veh/h		59			451			1735			685	
Approach Delay, s/veh		30.1			36.0			15.2			11.4	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		32.8		7.7		32.8		21.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5
Max Q Clear Time (g_c+I1), s		20.7		3.0		20.9		16.1
Green Ext Time (p_c), s		7.6		0.1		2.9		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Future Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	27	5	424	27	0	55	1277	403	1	679	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	79	15	478	501	0	371	1635	729	164	1664	12
Arrive On Green	0.05	0.05	0.05	0.27	0.27	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	1535	284	1781	1870	0	757	3554	1585	294	3616	27
Grp Volume(v), veh/h	27	0	32	424	27	0	55	1277	403	1	334	350
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1870	0	757	1777	1585	294	1777	1866
Q Serve(g_s), s	0.9	0.0	1.0	14.0	0.7	0.0	3.2	18.6	11.3	0.2	7.7	7.7
Cycle Q Clear(g_c), s	0.9	0.0	1.0	14.0	0.7	0.0	10.8	18.6	11.3	18.7	7.7	7.7
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	92	0	94	478	501	0	371	1635	729	164	818	858
V/C Ratio(X)	0.29	0.00	0.34	0.89	0.05	0.00	0.15	0.78	0.55	0.01	0.41	0.41
Avail Cap(c_a), veh/h	523	0	534	537	564	0	424	1883	840	184	942	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.1	21.6	16.7	0.0	14.6	14.0	12.0	21.9	11.0	11.0
Incr Delay (d2), s/veh	1.7	0.0	2.1	15.3	0.0	0.0	0.2	1.9	0.7	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	7.4	0.3	0.0	0.5	6.1	3.2	0.0	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	30.2	36.9	16.7	0.0	14.8	15.9	12.6	21.9	11.3	11.3
LnGrp LOS	C	A	C	D	B	A	B	B	B	C	B	B
Approach Vol, veh/h		59			451			1735			685	
Approach Delay, s/veh		30.0			35.7			15.1			11.3	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.7		7.7		32.7		20.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		20.6		3.0		20.7		16.0				
Green Ext Time (p_c), s		7.6		0.1		3.0		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

HCM 2010 edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	25	5	5	50	26	5	5	5	25	10	10
Future Volume (veh/h)	15	25	5	5	50	26	5	5	5	25	10	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	16	27	5	5	54	28	5	5	5	27	11	11
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	425	69	95	466	226	272	267	217	430	175	139
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	420	1063	172	25	1165	565	414	668	541	764	437	348
Grp Volume(v), veh/h	48	0	0	87	0	0	15	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1656	0	0	1754	0	0	1624	0	0	1548	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.4	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.33		0.10	0.06		0.32	0.33		0.33	0.55		0.22
Lane Grp Cap(c), veh/h	769	0	0	786	0	0	756	0	0	743	0	0
V/C Ratio(X)	0.06	0.00	0.00	0.11	0.00	0.00	0.02	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	769	0	0	786	0	0	756	0	0	743	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	8.5	0.0	0.0	8.2	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.7	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	8.5	0.0	0.0	8.8	0.0	0.0	8.2	0.0	0.0	8.5	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		48			87			15			49	
Approach Delay, s/veh		8.5			8.8			8.2			8.5	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.2		2.7		2.8		3.4
Green Ext Time (p_c), s		0.0		0.1		0.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	25	5	5	50	26	5	5	5	25	10	10
Future Volume (veh/h)	15	25	5	5	50	26	5	5	5	25	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	27	5	5	54	28	5	5	5	27	11	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	427	69	95	467	227	273	268	217	431	175	140
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	421	1067	173	25	1168	566	416	670	543	766	438	349
Grp Volume(v), veh/h	48	0	0	87	0	0	15	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1662	0	0	1759	0	0	1629	0	0	1554	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.4	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.33		0.10	0.06		0.32	0.33		0.33	0.55		0.22
Lane Grp Cap(c), veh/h	771	0	0	788	0	0	758	0	0	746	0	0
V/C Ratio(X)	0.06	0.00	0.00	0.11	0.00	0.00	0.02	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	771	0	0	788	0	0	758	0	0	746	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	8.5	0.0	0.0	8.2	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	0.0	0.0	8.8	0.0	0.0	8.2	0.0	0.0	8.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		48			87			15			49	
Approach Delay, s/veh		8.5			8.8			8.2			8.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.2		2.7		2.8		3.4				
Green Ext Time (p_c), s		0.0		0.1		0.1		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	649	34	44	1146	2	49	0	28	0	0	1
Future Volume (veh/h)	1	649	34	44	1146	2	49	0	28	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	721	38	49	1273	2	54	0	31	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	1296	1098	433	1294	2	373	0	328	0	0	328
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.00	0.21	0.00	0.00	0.21
Sat Flow, veh/h	434	1870	1585	706	1867	3	1413	0	1585	0	0	1585
Grp Volume(v), veh/h	1	721	38	49	0	1275	54	0	31	0	0	1
Grp Sat Flow(s),veh/h/ln	434	1870	1585	706	0	1870	1413	0	1585	0	0	1585
Q Serve(g_s), s	0.2	17.3	0.7	3.4	0.0	59.2	2.8	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	59.4	17.3	0.7	20.7	0.0	59.2	2.9	0.0	1.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	95	1296	1098	433	0	1296	373	0	328	0	0	328
V/C Ratio(X)	0.01	0.56	0.03	0.11	0.00	0.98	0.14	0.00	0.09	0.00	0.00	0.00
Avail Cap(c_a), veh/h	96	1301	1102	435	0	1301	373	0	328	0	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	42.0	6.9	4.3	12.1	0.0	13.3	29.5	0.0	28.9	0.0	0.0	28.3
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.1	0.0	21.1	0.8	0.0	0.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	0.2	0.5	0.0	24.2	1.0	0.0	0.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	7.4	4.4	12.2	0.0	34.4	30.3	0.0	29.4	0.0	0.0	28.3
LnGrp LOS	D	A	A	B	A	C	C	A	C	A	A	C
Approach Vol, veh/h		760			1324			85			1	
Approach Delay, s/veh		7.3			33.6			30.0			28.3	
Approach LOS		A			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.1		66.9		23.1		66.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.4		62.6		18.4		62.6				
Max Q Clear Time (g_c+I1), s		4.9		61.4		2.0		61.2				
Green Ext Time (p_c), s		0.2		0.6		0.0		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	609	54	0	1229	0	0	0	0	0	0	1
Future Vol, veh/h	0	609	54	0	1229	0	0	0	0	0	0	1
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	-	-	100	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	0	677	60	0	1366	0	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1366	0	0	-	-	0	-	-	677	2073	2103	1366
Stage 1	-	-	-	-	-	-	-	-	-	1366	1366	-
Stage 2	-	-	-	-	-	-	-	-	-	707	737	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	503	-	-	0	-	-	0	0	446	40	52	180
Stage 1	-	-	-	0	-	-	0	0	-	182	215	-
Stage 2	-	-	-	0	-	-	0	0	-	426	425	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	503	-	-	-	-	-	-	-	446	40	52	180
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	40	52	-
Stage 1	-	-	-	-	-	-	-	-	-	182	215	-
Stage 2	-	-	-	-	-	-	-	-	-	426	425	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	25.1
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	503	-	-	-	-	180
HCM Lane V/C Ratio	-	-	-	-	-	-	0.006
HCM Control Delay (s)	0	0	-	-	-	-	25.1
HCM Lane LOS	A	A	-	-	-	-	D
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	39.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	135	574	10	21	1046	18	2	1	19	18	1	301
Future Vol, veh/h	135	574	10	21	1046	18	2	1	19	18	1	301
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	360	-	-	75	-	-	-	-	-	75	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	150	638	11	23	1162	20	2	1	21	20	1	334

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1182	0	0	649	0	0	2330	2172	644	2173	2167	1172
Stage 1	-	-	-	-	-	-	944	944	-	1218	1218	-
Stage 2	-	-	-	-	-	-	1386	1228	-	955	949	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	591	-	-	937	-	-	26	47	466	34	47	~ 234
Stage 1	-	-	-	-	-	-	315	341	-	221	253	-
Stage 2	-	-	-	-	-	-	177	250	-	310	339	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	591	-	-	937	-	-	-	34	466	25	34	~ 234
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	34	-	25	34	-
Stage 1	-	-	-	-	-	-	235	254	-	165	247	-
Stage 2	-	-	-	-	-	-	-	244	-	220	253	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.5	0.2		259.7
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2	SWLn3
Capacity (veh/h)	-	591	-	-	937	-	-	25	34	234
HCM Lane V/C Ratio	-	0.254	-	-	0.025	-	-	0.8	0.033	1.429
HCM Control Delay (s)	-	13.2	-	-	8.9	-	-	$ 336.1	114.4	255.6
HCM Lane LOS	-	B	-	-	A	-	-	F	F	F
HCM 95th %tile Q(veh)	-	1	-	-	0.1	-	-	2.4	0.1	19.1

Notes

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	4	493	6	11	48	1052	11	0	0	89	0	1	3
Future Vol, veh/h	4	493	6	11	48	1052	11	0	0	89	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	215	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	17	2	8	2	2	13	2	10	2	2	2
Mvmt Flow	4	548	7	12	53	1169	12	0	0	99	0	1	3

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1181	0	0	-	555	0	0	-	-	552	1890	1868	1175
Stage 1	-	-	-	-	-	-	-	-	-	-	1281	1305	-
Stage 2	-	-	-	-	-	-	-	-	-	-	609	563	-
Critical Hdwy	4.12	-	-	-	4.18	-	-	-	-	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	2.272	-	-	-	-	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	591	-	-	-	986	-	-	0	0	518	53	72	233
Stage 1	-	-	-	-	-	-	-	0	0	-	203	230	-
Stage 2	-	-	-	-	-	-	-	0	0	-	482	509	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	591	-	-	~ -5	~ -5	-	-	-	-	518	43	71	233
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	43	71	-
Stage 1	-	-	-	-	-	-	-	-	-	-	202	230	-
Stage 2	-	-	-	-	-	-	-	-	-	-	387	505	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1		13.6	30.1
HCM LOS			B	D

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	518	591	-	-	+	-	-	148
HCM Lane V/C Ratio	0.191	0.008	-	-	-	-	-	0.03
HCM Control Delay (s)	13.6	11.1	-	-	-	-	-	30.1
HCM Lane LOS	B	B	-	-	-	-	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	-	-	-	0.1

Notes

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	10	37	534	1128	48	0	37
Future Vol, veh/h	10	37	534	1128	48	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	10	2
Mvmt Flow	11	41	593	1253	53	0	41

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1307	1306	0	-	0	-	653
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	210	526	-	-	-	0	410
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	385	385	-	-	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	385	-	-	-	410
HCM Lane V/C Ratio	0.135	-	-	-	0.1
HCM Control Delay (s)	15.8	-	-	-	14.8
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	142	301	85	112	573	117	11	399	54	196	783	610
Future Volume (veh/h)	142	301	85	112	573	117	11	399	54	196	783	610
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	158	334	94	124	637	130	12	443	60	218	870	678
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	310	933	259	394	1158	517	148	1118	595	417	1408	628
Arrive On Green	0.07	0.34	0.34	0.06	0.33	0.33	0.02	0.31	0.31	0.10	0.40	0.40
Sat Flow, veh/h	1781	2748	762	1767	3554	1585	1781	3554	1585	1767	3554	1585
Grp Volume(v), veh/h	158	214	214	124	637	130	12	443	60	218	870	678
Grp Sat Flow(s),veh/h/ln	1781	1777	1733	1767	1777	1585	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	8.1	12.5	12.8	6.4	20.3	8.3	0.6	13.5	3.4	11.1	27.0	54.7
Cycle Q Clear(g_c), s	8.1	12.5	12.8	6.4	20.3	8.3	0.6	13.5	3.4	11.1	27.0	54.7
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	603	588	394	1158	517	148	1118	595	417	1408	628
V/C Ratio(X)	0.51	0.36	0.36	0.31	0.55	0.25	0.08	0.40	0.10	0.52	0.62	1.08
Avail Cap(c_a), veh/h	406	656	640	437	1158	517	206	1118	595	510	1408	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	34.3	34.4	28.4	38.2	34.2	32.1	37.0	28.0	27.0	33.3	41.7
Incr Delay (d2), s/veh	1.3	0.4	0.5	0.5	1.9	1.2	0.2	0.3	0.1	1.0	2.0	59.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.4	5.4	2.7	9.0	3.3	0.3	5.8	1.3	4.7	11.7	30.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	34.7	34.8	28.9	40.1	35.3	32.3	37.3	28.1	28.0	35.4	101.0
LnGrp LOS	C	C	C	C	D	D	C	D	C	C	D	F
Approach Vol, veh/h		586			891			515			1766	
Approach Delay, s/veh		33.6			37.8			36.1			59.7	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	52.9	8.5	61.0	17.6	51.0	19.8	49.7
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 12	51.0	* 6.7	54.7	* 18	45.0	* 21	40.7
Max Q Clear Time (g_c+I1), s	8.4	14.8	2.6	56.7	10.1	22.3	13.1	15.5
Green Ext Time (p_c), s	0.1	3.0	0.0	0.0	0.2	5.4	0.3	3.5

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	370	13	68	656	61	0	4	11	46	1	141
Future Vol, veh/h	108	370	13	68	656	61	0	4	11	46	1	141
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	411	14	76	729	68	0	4	12	51	1	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	0	425	0	0	1175	1607	213	1363	1580	399
Stage 1	-	-	-	-	-	-	658	658	-	915	915	-
Stage 2	-	-	-	-	-	-	517	949	-	448	665	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	821	-	-	1131	-	-	147	104	792	107	108	601
Stage 1	-	-	-	-	-	-	420	459	-	294	350	-
Stage 2	-	-	-	-	-	-	509	337	-	560	456	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	821	-	-	1131	-	-	91	83	792	85	86	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	83	-	85	86	-
Stage 1	-	-	-	-	-	-	359	392	-	251	327	-
Stage 2	-	-	-	-	-	-	350	314	-	465	389	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	20.6	34.7
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	83	792	821	-	-	1131	-	-	85	601
HCM Lane V/C Ratio	0.054	0.015	0.146	-	-	0.067	-	-	0.614	0.261
HCM Control Delay (s)	50.8	9.6	10.1	-	-	8.4	-	-	99.3	13.1
HCM Lane LOS	F	A	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0	0.5	-	-	0.2	-	-	2.8	1

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	418	4	0	795	40	2	0	14	61	0	23
Future Vol, veh/h	25	418	4	0	795	40	2	0	14	61	0	23
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	225	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	464	4	0	883	44	2	0	16	68	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	927	0	0	468	0	0	964	1449	234	1193	1429	464
Stage 1	-	-	-	-	-	-	522	522	-	905	905	-
Stage 2	-	-	-	-	-	-	442	927	-	288	524	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	733	-	-	1090	-	-	210	130	768	142	134	545
Stage 1	-	-	-	-	-	-	506	529	-	298	353	-
Stage 2	-	-	-	-	-	-	564	345	-	695	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	733	-	-	1090	-	-	194	125	768	135	129	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	125	-	135	129	-
Stage 1	-	-	-	-	-	-	487	509	-	287	353	-
Stage 2	-	-	-	-	-	-	538	345	-	655	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	11.6	43.9
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	561	733	-	-	1090	-	-	135	545
HCM Lane V/C Ratio	0.032	0.038	-	-	-	-	-	0.502	0.047
HCM Control Delay (s)	11.6	10.1	-	-	0	-	-	55.9	11.9
HCM Lane LOS	B	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	2.4	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	384	9	417	717	75	6	0	258	16	0	147
Future Volume (veh/h)	146	384	9	417	717	75	6	0	258	16	0	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	427	10	463	797	83	7	0	287	18	0	163
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	439	830	19	705	1217	127	472	0	366	104	19	325
Arrive On Green	0.10	0.23	0.23	0.24	0.37	0.37	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	3549	83	1781	3248	338	1357	0	1585	72	84	1410
Grp Volume(v), veh/h	162	214	223	463	436	444	7	0	287	181	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1855	1781	1777	1809	1357	0	1585	1565	0	0
Q Serve(g_s), s	3.0	4.7	4.8	7.7	9.2	9.2	0.0	0.0	7.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	4.7	4.8	7.7	9.2	9.2	0.2	0.0	7.7	4.4	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.19	1.00		1.00	0.10		0.90
Lane Grp Cap(c), veh/h	439	415	434	705	666	678	472	0	366	449	0	0
V/C Ratio(X)	0.37	0.51	0.52	0.66	0.65	0.65	0.01	0.00	0.78	0.40	0.00	0.00
Avail Cap(c_a), veh/h	483	1390	1451	1086	1977	2013	742	0	716	783	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	15.1	15.1	8.2	11.8	11.8	13.5	0.0	16.4	15.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	1.0	0.9	1.0	1.1	1.1	0.0	0.0	3.7	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.6	1.7	1.8	2.7	2.7	0.0	0.0	2.5	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	16.1	16.1	9.2	12.9	12.8	13.5	0.0	20.1	15.7	0.0	0.0
LnGrp LOS	B	B	B	A	B	B	B	A	C	B	A	A
Approach Vol, veh/h		599			1343			294			181	
Approach Delay, s/veh		14.9			11.6			20.0			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.0	15.3	15.1		15.0	8.9	21.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	20.5	35.5		20.5	5.5	50.5				
Max Q Clear Time (g_c+I1), s		9.7	9.7	6.8		6.4	5.0	11.2				
Green Ext Time (p_c), s		0.8	1.1	2.3		0.9	0.0	5.8				

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	634	0	0	1093	0	0	0	0	0	0	0
Future Vol, veh/h	0	634	0	0	1093	0	0	0	0	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	-	-	Stop
Storage Length	315	-	-	275	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	50	3	15	2	2	2	31	2	5
Mvmt Flow	0	704	0	0	1214	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1214	0	0	704	0	0	-	-	352	-	-	607
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	5.1	-	-	-	-	6.94	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.7	-	-	-	-	3.32	-	-	3.35
Pot Cap-1 Maneuver	570	-	-	633	-	-	0	0	644	0	0	432
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	570	-	-	633	-	-	-	-	644	-	-	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	570	-	-	633	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	622	5	3	1160	25	1
Future Vol, veh/h	622	5	3	1160	25	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	691	6	3	1289	28	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	697	0	1342	346
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	-	-	4.14	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.22	-	3.6	3.32
Pot Cap-1 Maneuver	-	-	895	-	134	650
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	895	-	132	650
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	454	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	650	-	-	895	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Future Volume (veh/h)	10	612	0	0	1149	0	0	0	0	11	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	11	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	315	2394	1085	162	1990	0	166	4	0	363	0	179
Arrive On Green	0.01	0.68	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1654	3497	1585	760	3589	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	11	680	0	0	1277	0	0	0	0	12	0	52
Grp Sat Flow(s),veh/h/ln	1654	1749	1585	760	1749	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.1	3.4	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.3	0.0	1.3
Cycle Q Clear(g_c), s	0.1	3.4	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.3	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	2394	1085	162	1990	0	166	4	0	363	0	179
V/C Ratio(X)	0.03	0.28	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.03	0.00	0.29
Avail Cap(c_a), veh/h	571	6895	3125	1229	6895	0	463	822	0	865	0	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.0	2.7	0.0	0.0	6.5	0.0	0.0	0.0	0.0	17.5	0.0	18.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	2.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	17.5	0.0	19.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	B
Approach Vol, veh/h		691			1277			0			64	
Approach Delay, s/veh		2.8			6.8			0.0			18.7	
Approach LOS		A			A						B	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	0.0		34.9	0.0	9.5	5.1	29.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	19.5		87.5	7.5	29.5	7.5	87.5
Max Q Clear Time (g_c+I1), s	2.3	0.0		5.4	0.0	3.3	2.1	13.0
Green Ext Time (p_c), s	0.0	0.0		4.9	0.0	0.2	0.0	12.2

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	591	6	5	1112	13	2
Future Vol, veh/h	591	6	5	1112	13	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	7	6	1236	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1909	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	925	-	75	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	73	462
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	925	-
HCM Lane V/C Ratio	0.081	-	-	0.006	-
HCM Control Delay (s)	24.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	474	102	49	990	0	135	3	39	14	2	32
Future Volume (veh/h)	21	474	102	49	990	0	135	3	39	14	2	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1841	1841	0	1856	1870	1856	1781	1870	1707
Adj Flow Rate, veh/h	23	527	113	54	1100	0	150	3	43	16	2	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	4	4	0	3	2	3	8	2	13
Cap, veh/h	44	701	146	194	1234	0	326	13	79	139	36	266
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	15	1046	218	776	1841	0	1084	53	320	392	144	1072
Grp Volume(v), veh/h	663	0	0	54	1100	0	196	0	0	54	0	0
Grp Sat Flow(s),veh/h/ln	1279	0	0	776	1841	0	1457	0	0	1608	0	0
Q Serve(g_s), s	13.1	0.0	0.0	0.0	54.2	0.0	9.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	67.3	0.0	0.0	25.2	54.2	0.0	12.5	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.03		0.17	1.00		0.00	0.77		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	891	0	0	194	1234	0	419	0	0	441	0	0
V/C Ratio(X)	0.74	0.00	0.00	0.28	0.89	0.00	0.47	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1320	0	0	399	1720	0	419	0	0	441	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	10.2	14.9	0.0	35.8	0.0	0.0	32.4	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.8	4.7	0.0	3.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	0.0	0.6	19.6	0.0	5.0	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	10.9	19.7	0.0	39.5	0.0	0.0	32.9	0.0	0.0
LnGrp LOS	B	A	A	B	B	A	D	A	A	C	A	A
Approach Vol, veh/h		663			1154			196			54	
Approach Delay, s/veh		13.6			19.3			39.5			32.9	
Approach LOS		B			B			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		78.8		32.0		78.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		103.5		27.5		103.5				
Max Q Clear Time (g_c+I1), s		14.5		69.3		4.8		56.2				
Green Ext Time (p_c), s		0.9		5.0		0.2		12.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1	47	3	0	6	69	859	19	29	1465	41
Future Vol, veh/h	19	1	47	3	0	6	69	859	19	29	1465	41
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	21	1	52	3	0	7	77	954	21	32	1628	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2323	2821	814	1998	2857	488	1674	0	0	975	0	0
Stage 1	1692	1692	-	1119	1119	-	-	-	-	-	-	-
Stage 2	631	1129	-	879	1738	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 20	18	321	35	17	526	366	-	-	703	-	-
Stage 1	96	147	-	220	280	-	-	-	-	-	-	-
Stage 2	433	277	-	309	140	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 16	14	321	22	13	526	366	-	-	703	-	-
Mov Cap-2 Maneuver	~ 16	14	-	22	13	-	-	-	-	-	-	-
Stage 1	76	140	-	174	221	-	-	-	-	-	-	-
Stage 2	338	219	-	245	134	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	222.6	75.3	1.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	366	-	-	16	321	61	703	-	-
HCM Lane V/C Ratio	0.209	-	-	1.389	0.163	0.164	0.046	-	-
HCM Control Delay (s)	17.4	-	-	$ 702.6	18.4	75.3	10.4	-	-
HCM Lane LOS	C	-	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-	3.3	0.6	0.5	0.1	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	15	12	20	369	25	0	95	632	259	0	1170	5
Future Volume (veh/h)	15	12	20	369	25	0	95	632	259	0	1170	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	13	22	410	27	0	103	702	288	0	1300	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	29	49	459	30	434	187	1693	755	109	1729	7
Arrive On Green	0.05	0.05	0.05	0.27	0.27	0.00	0.48	0.48	0.48	0.00	0.48	0.48
Sat Flow, veh/h	1781	624	1056	1676	110	1585	422	3554	1585	569	3631	14
Grp Volume(v), veh/h	16	0	35	437	0	0	103	702	288	0	636	669
Grp Sat Flow(s),veh/h/ln	1781	0	1680	1787	0	1585	422	1777	1585	569	1777	1868
Q Serve(g_s), s	0.6	0.0	1.3	15.6	0.0	0.0	12.2	8.5	7.7	0.0	19.3	19.3
Cycle Q Clear(g_c), s	0.6	0.0	1.3	15.6	0.0	0.0	31.5	8.5	7.7	0.0	19.3	19.3
Prop In Lane	1.00		0.63	0.94		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	82	0	77	489	0	434	187	1693	755	109	846	890
V/C Ratio(X)	0.20	0.00	0.45	0.89	0.00	0.00	0.55	0.41	0.38	0.00	0.75	0.75
Avail Cap(c_a), veh/h	485	0	457	527	0	467	187	1693	755	109	846	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	30.7	23.1	0.0	0.0	28.5	11.3	11.1	0.0	14.1	14.1
Incr Delay (d2), s/veh	1.1	0.0	4.1	16.8	0.0	0.0	3.5	0.2	0.3	0.0	3.8	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	8.3	0.0	0.0	1.7	2.7	2.2	0.0	6.9	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	34.8	39.9	0.0	0.0	32.0	11.5	11.4	0.0	17.9	17.8
LnGrp LOS	C	A	C	D	A	A	C	B	B	A	B	B
Approach Vol, veh/h		51			437			1093			1305	
Approach Delay, s/veh		33.8			39.9			13.4			17.8	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		7.5		36.0		22.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		31.5		18.0		31.5		19.5				
Max Q Clear Time (g_c+I1), s		33.5		3.3		21.3		17.6				
Green Ext Time (p_c), s		0.0		0.1		5.5		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	13.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	0	18	117	1	19	34	475	23	23	1042	55
Future Vol, veh/h	3	0	18	117	1	19	34	475	23	23	1042	55
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	20	130	1	21	38	528	26	26	1158	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1582	1871	610	1248	1888	277	1219	0	0	554	0	0
Stage 1	1241	1241	-	617	617	-	-	-	-	-	-	-
Stage 2	341	630	-	631	1271	-	-	-	-	-	-	-
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	73	71	437	130	70	720	568	-	-	1012	-	-
Stage 1	185	245	-	444	479	-	-	-	-	-	-	-
Stage 2	647	473	-	436	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	65	437	~ 115	64	720	568	-	-	1012	-	-
Mov Cap-2 Maneuver	65	65	-	~ 115	64	-	-	-	-	-	-	-
Stage 1	173	239	-	414	447	-	-	-	-	-	-	-
Stage 2	585	441	-	405	231	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	20.7	175.9	0.8	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	568	-	-	65	437	114	720	1012	-	-
HCM Lane V/C Ratio	0.067	-	-	0.051	0.046	1.15	0.029	0.025	-	-
HCM Control Delay (s)	11.8	-	-	63.4	13.6	202.6	10.2	8.6	-	-
HCM Lane LOS	B	-	-	F	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	8.2	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	112	920	22	189	2136
Future Vol, veh/h	11	112	920	22	189	2136
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	22	2	5	2	4	2
Mvmt Flow	12	124	1022	24	210	2373

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2641	523	0	0	1046	0
Stage 1	1034	-	-	-	-	-
Stage 2	1607	-	-	-	-	-
Critical Hdwy	7.24	6.94	-	-	4.18	-
Critical Hdwy Stg 1	6.24	-	-	-	-	-
Critical Hdwy Stg 2	6.24	-	-	-	-	-
Follow-up Hdwy	3.72	3.32	-	-	2.24	-
Pot Cap-1 Maneuver	14	499	-	-	649	-
Stage 1	262	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 9	499	-	-	649	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	262	-	-	-	-	-
Stage 2	82	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.4	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	302	649	-
HCM Lane V/C Ratio	-	-	0.453	0.324	-
HCM Control Delay (s)	-	-	26.4	13.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2.2	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	13	0	0	0	15	690	0	1	1811	6
Future Vol, veh/h	1	0	13	0	0	0	15	690	0	1	1811	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	14	0	0	0	17	767	0	1	2012	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2436	2819	1010	1809	2822	384	2019	0	0	767	0	0
Stage 1	2018	2018	-	801	801	-	-	-	-	-	-	-
Stage 2	418	801	-	1008	2021	-	-	-	-	-	-	-
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	16	18	238	49	18	614	278	-	-	842	-	-
Stage 1	60	101	-	344	395	-	-	-	-	-	-	-
Stage 2	583	395	-	258	101	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	15	16	238	42	16	614	278	-	-	842	-	-
Mov Cap-2 Maneuver	15	16	-	42	16	-	-	-	-	-	-	-
Stage 1	54	101	-	307	353	-	-	-	-	-	-	-
Stage 2	521	353	-	242	101	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.1	0	1.4	0
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	278	-	-	115	-	842	-	-
HCM Lane V/C Ratio	0.06	-	-	0.135	-	0.001	-	-
HCM Control Delay (s)	18.8	1	-	41.1	0	9.3	0	-
HCM Lane LOS	C	A	-	E	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	10
Future Vol, veh/h	980	17	0	1228	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-
HCM Control Delay (s)	12.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2669	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	1151	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	423	-	-	-	~ 21	339
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	423	-	-	-	~ 13	339
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	40.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	423	-	-	-	75	339
HCM Lane V/C Ratio	0.373	-	-	-	0.435	0.192
HCM Control Delay (s)	18.5	-	-	-	85.7	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.7	0.7

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	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↳			↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	782
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	338
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	338
HCM Lane V/C Ratio	-	-	-	0.096
HCM Control Delay (s)	-	-	-	16.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	97	621	19	165	1627
Future Vol, veh/h	10	97	621	19	165	1627
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	-	-	-	205	-
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	108	690	21	183	1808

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1971	356	0	0	711	0
Stage 1	701	-	-	-	-	-
Stage 2	1270	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	640	-	-	884	-
Stage 1	453	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	640	-	-	884	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	181	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.8	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	282	884	-
HCM Lane V/C Ratio	-	-	0.422	0.207	-
HCM Control Delay (s)	-	-	26.8	10.1	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2	0.8	-

Intersection	
Intersection Delay, s/veh	4.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	54	135	21	37
Demand Flow Rate, veh/h	55	138	21	37
Vehicles Circulating, veh/h	26	32	66	38
Vehicles Exiting, veh/h	49	55	15	132
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	4.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	55	138	21	37
Cap Entry Lane, veh/h	1101	1094	1058	1088
Entry HV Adj Factor	0.988	0.982	0.990	0.997
Flow Entry, veh/h	54	135	21	37
Cap Entry, veh/h	1088	1074	1047	1085
V/C Ratio	0.050	0.126	0.020	0.034
Control Delay, s/veh	3.7	4.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Future Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1212	69	40	940	2	40	10	36	3	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1291	1094	132	1288	3	319	72	332	197	19	156
Arrive On Green	0.00	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.00	0.21
Sat Flow, veh/h	595	1870	1585	432	1866	4	1178	344	1585	654	91	745
Grp Volume(v), veh/h	0	1212	69	40	0	942	50	0	36	6	0	0
Grp Sat Flow(s),veh/h/ln	595	1870	1585	432	0	1870	1521	0	1585	1489	0	0
Q Serve(g_s), s	0.0	51.3	1.3	8.1	0.0	28.3	0.0	0.0	1.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	51.3	1.3	59.4	0.0	28.3	2.0	0.0	1.7	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.80		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	80	1291	1094	132	0	1291	391	0	332	372	0	0
V/C Ratio(X)	0.00	0.94	0.06	0.30	0.00	0.73	0.13	0.00	0.11	0.02	0.00	0.00
Avail Cap(c_a), veh/h	82	1299	1101	134	0	1298	391	0	332	372	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.3	4.5	38.4	0.0	8.7	28.9	0.0	28.8	28.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	13.0	0.0	1.3	0.0	2.1	0.7	0.0	0.7	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.0	0.3	0.9	0.0	8.7	0.9	0.0	0.7	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.3	4.5	39.7	0.0	10.8	29.6	0.0	29.4	28.3	0.0	0.0
LnGrp LOS	A	C	A	D	A	B	C	A	C	C	A	A
Approach Vol, veh/h		1281			982			86			6	
Approach Delay, s/veh		24.1			12.0			29.5			28.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.4		66.6		23.4		66.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5				
Max Q Clear Time (g_c+I1), s		4.0		53.3		4.0		61.4				
Green Ext Time (p_c), s		0.2		6.1		0.0		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									

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	7	1074	17	0	915	6	0	0	0	2	0	2
Future Vol, veh/h	7	1074	17	0	915	6	0	0	0	2	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	-	-	100	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1193	19	0	1017	7	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1024	0	0	-	-	0	-	-	1193	2240	2249	1021
Stage 1	-	-	-	-	-	-	-	-	-	1021	1021	-
Stage 2	-	-	-	-	-	-	-	-	-	1219	1228	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	678	-	-	0	-	-	0	0	228	30	42	287
Stage 1	-	-	-	0	-	-	0	0	-	285	314	-
Stage 2	-	-	-	0	-	-	0	0	-	220	250	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	678	-	-	-	-	-	-	-	228	29	40	287
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	29	40	-
Stage 1	-	-	-	-	-	-	-	-	-	275	314	-
Stage 2	-	-	-	-	-	-	-	-	-	212	241	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	79.1
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	678	-	-	-	-	53
HCM Lane V/C Ratio	-	0.011	-	-	-	-	0.084
HCM Control Delay (s)	0	10.4	0	-	-	-	79.1
HCM Lane LOS	A	B	A	-	-	-	F
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	232	971	17	18	720	46	7	0	38	23	1	162
Future Volume (veh/h)	232	971	17	18	720	46	7	0	38	23	1	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1811	1870	1870	1870	1870	1856	1945	1870	1870
Adj Flow Rate, veh/h	258	1079	19	20	800	51	8	0	42	26	1	180
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	6	2	2	2	2	3	2	2	2
Cap, veh/h	432	1190	21	262	1093	70	241	0	205	236	242	333
Arrive On Green	0.08	0.65	0.65	0.06	0.63	0.63	0.13	0.00	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	1832	32	1725	1740	111	1203	0	1585	1419	1870	1585
Grp Volume(v), veh/h	258	0	1098	20	0	851	8	0	42	26	1	180
Grp Sat Flow(s),veh/h/ln	1781	0	1865	1725	0	1850	1203	0	1585	1419	1870	1585
Q Serve(g_s), s	4.1	0.0	42.0	0.3	0.0	26.5	0.5	0.0	2.0	1.4	0.0	8.5
Cycle Q Clear(g_c), s	4.1	0.0	42.0	0.3	0.0	26.5	0.5	0.0	2.0	3.4	0.0	8.5
Prop In Lane	1.00		0.02	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	0	1211	262	0	1162	241	0	205	236	242	333
V/C Ratio(X)	0.60	0.00	0.91	0.08	0.00	0.73	0.03	0.00	0.20	0.11	0.00	0.54
Avail Cap(c_a), veh/h	853	0	1623	273	0	1162	349	0	347	363	410	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	12.5	14.2	0.0	10.7	31.9	0.0	32.5	34.0	31.7	29.4
Incr Delay (d2), s/veh	1.3	0.0	6.2	0.1	0.0	2.4	0.1	0.0	0.5	0.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	14.4	0.2	0.0	8.7	0.1	0.0	0.8	0.5	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	18.7	14.3	0.0	13.1	32.0	0.0	33.0	34.2	31.7	30.7
LnGrp LOS	B	A	B	B	A	B	C	A	C	C	C	C
Approach Vol, veh/h		1356			871			50			207	
Approach Delay, s/veh		17.5			13.1			32.8			31.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	58.7		15.3	11.3	57.0		15.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	72.7		18.3	26.5	51.7		18.3
Max Q Clear Time (g_c+I1), s	2.3	44.0		4.0	6.1	28.5		10.5
Green Ext Time (p_c), s	0.0	10.3		0.1	0.7	6.1		0.4

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	3	960	11	34	0	794	4	0	0	71	2	0	7
Future Vol, veh/h	3	960	11	34	0	794	4	0	0	71	2	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	215	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	3	1067	12	37	0	882	4	0	0	79	2	0	8

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	886	0	0	-	1079	0	0	-	-	1073	2003	2043	884
Stage 1	-	-	-	-	-	-	-	-	-	-	884	958	-
Stage 2	-	-	-	-	-	-	-	-	-	-	1119	1085	-
Critical Hdwy	4.12	-	-	-	4.2	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	2.29	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	764	-	-	-	617	-	-	0	0	268	44	56	344
Stage 1	-	-	-	-	-	-	-	0	0	-	340	336	-
Stage 2	-	-	-	-	-	-	-	0	0	-	251	293	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	764	-	-	-	-	-	-	-	-	268	31	55	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	31	55	-
Stage 1	-	-	-	-	-	-	-	-	-	-	337	336	-
Stage 2	-	-	-	-	-	-	-	-	-	-	175	290	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0		23.9	42.5
HCM LOS			C	E

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	268	764	-	-	-	-	-	106
HCM Lane V/C Ratio	0.294	0.004	-	-	-	-	-	0.094
HCM Control Delay (s)	23.9	9.7	0	-	-	-	-	42.5
HCM Lane LOS	C	A	A	-	-	-	-	E
HCM 95th %tile Q(veh)	1.2	0	-	-	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1035	835	49	0	78
Future Vol, veh/h	25	1035	835	49	0	78
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	1150	928	54	0	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	982	0	-	0	-	491
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	699	-	-	-	0	523
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	699	-	-	-	-	523
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	699	-	-	-	523
HCM Lane V/C Ratio	0.04	-	-	-	0.166
HCM Control Delay (s)	10.4	0.5	-	-	13.2
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Future Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	411	659	124	0	500	220	153	826	149	273	514	248
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	481	1517	285	246	1010	450	286	928	334	251	1159	491
Arrive On Green	0.17	0.51	0.51	0.00	0.28	0.28	0.05	0.26	0.26	0.10	0.31	0.31
Sat Flow, veh/h	1781	2985	561	1767	3554	1585	1781	3554	1585	1767	3741	1585
Grp Volume(v), veh/h	411	392	391	0	500	220	153	826	149	273	514	248
Grp Sat Flow(s),veh/h/ln	1781	1777	1769	1767	1777	1585	1781	1777	1585	1767	1870	1585
Q Serve(g_s), s	22.9	20.1	20.1	0.0	16.9	16.7	7.7	32.3	19.1	14.7	15.9	18.5
Cycle Q Clear(g_c), s	22.9	20.1	20.1	0.0	16.9	16.7	7.7	32.3	19.1	14.7	15.9	18.5
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	481	903	899	246	1010	450	286	928	334	251	1159	491
V/C Ratio(X)	0.85	0.43	0.44	0.00	0.50	0.49	0.54	0.89	0.45	1.09	0.44	0.51
Avail Cap(c_a), veh/h	489	903	899	559	1010	450	286	928	334	251	1159	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	22.4	22.4	0.0	43.0	42.9	38.9	51.3	112.7	38.2	39.9	40.8
Incr Delay (d2), s/veh	13.6	0.4	0.4	0.0	1.7	3.8	2.0	10.8	1.1	81.6	1.2	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	8.2	8.2	0.0	7.6	6.9	0.9	15.4	7.9	12.0	7.4	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	22.8	22.8	0.0	44.8	46.7	40.9	62.1	113.8	119.8	41.1	44.4
LnGrp LOS	D	C	C	A	D	D	D	E	F	F	D	D
Approach Vol, veh/h		1194			720			1128			1035	
Approach Delay, s/veh		29.7			45.4			66.0			62.7	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	79.3	14.0	51.0	32.3	47.0	21.0	44.0
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 26	41.0	* 7.7	44.7	* 26	41.0	* 15	37.7
Max Q Clear Time (g_c+I1), s	0.0	22.1	9.7	20.5	24.9	18.9	16.7	34.3
Green Ext Time (p_c), s	0.0	5.2	0.0	5.0	0.1	4.6	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
Future Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	836	41	88	578	67	7	2	88	60	1	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	645	0	0	877	0	0	1569	1924	439	1453	1911	323
Stage 1	-	-	-	-	-	-	1103	1103	-	788	788	-
Stage 2	-	-	-	-	-	-	466	821	-	665	1123	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	936	-	-	766	-	-	75	66	566	91	67	673
Stage 1	-	-	-	-	-	-	225	285	-	350	400	-
Stage 2	-	-	-	-	-	-	546	387	-	416	279	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	766	-	-	52	51	566	61	52	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	51	-	61	52	-
Stage 1	-	-	-	-	-	-	196	248	-	304	354	-
Stage 2	-	-	-	-	-	-	414	342	-	303	242	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.2	19.4	96.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	52	566	936	-	-	766	-	-	61	673
HCM Lane V/C Ratio	0.171	0.155	0.132	-	-	0.115	-	-	1.002	0.14
HCM Control Delay (s)	88	12.5	9.4	-	-	10.3	-	-	227.5	11.2
HCM Lane LOS	F	B	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	0.6	0.5	0.5	-	-	0.4	-	-	4.8	0.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	819	6	4	552	59	4	1	35	63	0	59
Future Vol, veh/h	79	819	6	4	552	59	4	1	35	63	0	59
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	910	7	4	613	66	4	1	39	70	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	679	0	0	917	0	0	1405	1777	459	1286	1747	340
Stage 1	-	-	-	-	-	-	1090	1090	-	654	654	-
Stage 2	-	-	-	-	-	-	315	687	-	632	1093	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	909	-	-	740	-	-	99	82	549	122	85	656
Stage 1	-	-	-	-	-	-	230	289	-	422	461	-
Stage 2	-	-	-	-	-	-	671	446	-	435	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	909	-	-	740	-	-	82	73	549	103	76	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	73	-	103	76	-
Stage 1	-	-	-	-	-	-	208	261	-	381	457	-
Stage 2	-	-	-	-	-	-	599	442	-	364	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	18.2	53.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	317	909	-	-	740	-	-	103	656
HCM Lane V/C Ratio	0.14	0.097	-	-	0.006	-	-	0.68	0.1
HCM Control Delay (s)	18.2	9.4	-	-	9.9	0	-	93.9	11.1
HCM Lane LOS	C	A	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0	-	-	3.5	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	908	5	393	591	2	16	0	370	7	0	27
Future Volume (veh/h)	9	908	5	393	591	2	16	0	370	7	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1009	6	437	657	2	18	0	411	8	0	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1266	8	489	1912	6	488	0	441	114	32	325
Arrive On Green	0.01	0.35	0.35	0.19	0.53	0.53	0.28	0.00	0.28	0.28	0.00	0.28
Sat Flow, veh/h	1781	3622	22	1781	3634	11	1404	0	1585	197	115	1168
Grp Volume(v), veh/h	10	495	520	437	321	338	18	0	411	38	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1868	1404	0	1585	1480	0	0
Q Serve(g_s), s	0.3	18.5	18.5	11.1	7.7	7.7	0.0	0.0	18.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	18.5	18.5	11.1	7.7	7.7	0.5	0.0	18.6	1.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.01	1.00		1.00	0.21		0.79
Lane Grp Cap(c), veh/h	391	621	652	489	935	983	488	0	441	471	0	0
V/C Ratio(X)	0.03	0.80	0.80	0.89	0.34	0.34	0.04	0.00	0.93	0.08	0.00	0.00
Avail Cap(c_a), veh/h	598	856	899	648	1121	1179	488	0	441	471	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.1	21.6	21.6	15.2	10.1	10.1	19.4	0.0	25.9	19.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.7	3.5	12.1	0.2	0.2	0.0	0.0	26.7	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.3	7.7	5.1	2.5	2.6	0.2	0.0	9.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	25.3	25.1	27.3	10.3	10.3	19.4	0.0	52.6	19.7	0.0	0.0
LnGrp LOS	B	C	C	C	B	B	B	A	D	B	A	A
Approach Vol, veh/h		1025			1096			429			38	
Approach Delay, s/veh		25.1			17.1			51.2			19.7	
Approach LOS		C			B			D			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	18.4	30.3		25.0	5.4	43.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	20.5	35.5		20.5	9.5	46.5				
Max Q Clear Time (g_c+I1), s		20.6	13.1	20.5		3.3	2.3	9.7				
Green Ext Time (p_c), s		0.0	0.9	5.3		0.1	0.0	3.9				

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1302	13	0	996	0	0	0	7	0	1	0
Future Vol, veh/h	0	1302	13	0	996	0	0	0	7	0	1	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	-	-	Stop
Storage Length	315	-	-	275	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2	2	2	50	20	2	10
Mvmt Flow	0	1447	14	0	1107	0	0	0	8	0	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1107	0	0	1461	0	0	-	-	731	-	2568	554
Stage 1	-	-	-	-	-	-	-	-	-	-	1107	-
Stage 2	-	-	-	-	-	-	-	-	-	-	1461	-
Critical Hdwy	4.76	-	-	4.14	-	-	-	-	7.9	-	6.54	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	5.54	-
Follow-up Hdwy	2.53	-	-	2.22	-	-	-	-	3.8	-	4.02	3.4
Pot Cap-1 Maneuver	474	-	-	458	-	-	0	0	273	0	26	456
Stage 1	-	-	-	-	-	-	0	0	-	0	284	-
Stage 2	-	-	-	-	-	-	0	0	-	0	192	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	474	-	-	458	-	-	-	-	273	-	26	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	26	-
Stage 1	-	-	-	-	-	-	-	-	-	-	284	-
Stage 2	-	-	-	-	-	-	-	-	-	-	192	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.6	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	474	-	-	458	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-	-	-	-	-
HCM Control Delay (s)	18.6	0	-	-	0	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1251	14	0	953	20	1
Future Vol, veh/h	1251	14	0	953	20	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1390	16	0	1059	22	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	1920	695
Stage 1	-	-	-	-	1390	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	-	-	-	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.6	3.32
Pot Cap-1 Maneuver	-	-	0	-	54	385
Stage 1	-	-	0	-	183	-
Stage 2	-	-	0	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	54	385
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	533	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	385	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Future Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	1163	0	0	837	18	0	0	0	101	0	208
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	2121	946	347	1311	28	172	4	0	369	0	312
Arrive On Green	0.13	0.60	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.11	0.00	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3557	76	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	247	1163	0	0	418	437	0	0	0	101	0	208
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1857	1781	1870	0	1781	0	1585
Q Serve(g_s), s	3.2	8.6	0.0	0.0	8.5	8.5	0.0	0.0	0.0	2.3	0.0	5.3
Cycle Q Clear(g_c), s	3.2	8.6	0.0	0.0	8.5	8.5	0.0	0.0	0.0	2.3	0.0	5.3
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	501	2121	946	347	655	684	172	4	0	369	0	312
V/C Ratio(X)	0.49	0.55	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.27	0.00	0.67
Avail Cap(c_a), veh/h	987	7363	3284	547	3177	3320	376	792	0	899	0	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	5.3	0.0	0.0	11.4	11.4	0.0	0.0	0.0	17.1	0.0	16.2
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.4	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	0.0	0.0	2.4	2.5	0.0	0.0	0.0	0.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	5.5	0.0	0.0	12.4	12.4	0.0	0.0	0.0	17.5	0.0	18.7
LnGrp LOS	A	A	A	A	B	B	A	A	A	B	A	B
Approach Vol, veh/h		1410			855			0			309	
Approach Delay, s/veh		6.0			12.4			0.0			18.3	
Approach LOS		A			B						B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	3.6	0.0	30.6	0.0	13.1	10.0	20.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.5	5.0	90.5	5.1	31.4	17.4	78.1
Max Q Clear Time (g_c+I1), s	4.3	0.0	0.0	10.6	0.0	7.3	5.2	10.5
Green Ext Time (p_c), s	0.2	0.0	0.0	10.4	0.0	1.3	0.5	5.6

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	984	10	3	710	7	5
Future Vol, veh/h	984	10	3	710	7	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1093	11	3	789	8	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1104	0	1894	1099
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	632	-	77	258
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	632	-	76	258
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	441	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	223	-	-	632	-
HCM Lane V/C Ratio	0.06	-	-	0.005	-
HCM Control Delay (s)	22.2	-	-	10.7	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Future Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1037	36	6	752	2	58	0	10	16	2	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	74	1459	50	470	1636	4	122	0	13	64	16	56
Arrive On Green	0.88	0.88	0.88	0.88	0.88	0.88	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	53	1662	57	526	1865	5	1280	0	221	483	270	963
Grp Volume(v), veh/h	1120	0	0	6	0	754	68	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1773	0	0	526	0	1869	1500	0	0	1717	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.5	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.9	0.0	0.0	0.4	0.0	11.5	6.0	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.56
Lane Grp Cap(c), veh/h	1583	0	0	470	0	1641	135	0	0	135	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.01	0.00	0.46	0.50	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1583	0	0	470	0	1641	236	0	0	249	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	1.1	0.0	1.8	64.6	0.0	0.0	63.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.9	2.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.0	0.0	1.9	2.5	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	0.0	1.1	0.0	2.7	67.5	0.0	0.0	64.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1120			760			68			41	
Approach Delay, s/veh		5.3			2.7			67.5			64.7	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		127.0		12.6		127.0		12.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		122.5		18.5		122.5		18.5				
Max Q Clear Time (g_c+I1), s		27.9		8.0		13.5		5.2				
Green Ext Time (p_c), s		14.1		0.2		5.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
Future Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	37	1	58	18	2	51	51	1584	7	24	1047	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1990	2788	524	2262	2815	796	1077	0	0	1591	0	0
Stage 1	1095	1095	-	1690	1690	-	-	-	-	-	-	-
Stage 2	895	1693	-	572	1125	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 36	18	498	22	18	330	626	-	-	408	-	-
Stage 1	226	288	-	97	148	-	-	-	-	-	-	-
Stage 2	300	147	-	472	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 24	16	498	~ 17	16	330	626	-	-	408	-	-
Mov Cap-2 Maneuver	~ 24	16	-	~ 17	16	-	-	-	-	-	-	-
Stage 1	208	271	-	89	136	-	-	-	-	-	-	-
Stage 2	229	135	-	391	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	258.9	$ 366.4	0.4	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	626	-	-	24	498	53	408	-	-
HCM Lane V/C Ratio	0.082	-	-	1.574	0.116	1.342	0.06	-	-
HCM Control Delay (s)	11.3	-	-	$ 634.8	13.2	$ 366.4	14.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.7	0.4	6.4	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Future Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	27	5	424	27	0	55	1277	403	1	679	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	79	15	478	501	0	369	1635	729	164	1635	729
Arrive On Green	0.05	0.05	0.05	0.27	0.27	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	1535	284	1781	1870	0	757	3554	1585	294	3554	1585
Grp Volume(v), veh/h	27	0	32	424	27	0	55	1277	403	1	679	5
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1870	0	757	1777	1585	294	1777	1585
Q Serve(g_s), s	0.9	0.0	1.0	14.0	0.7	0.0	3.2	18.6	11.3	0.2	7.8	0.1
Cycle Q Clear(g_c), s	0.9	0.0	1.0	14.0	0.7	0.0	11.0	18.6	11.3	18.7	7.8	0.1
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	0	94	478	501	0	369	1635	729	164	1635	729
V/C Ratio(X)	0.29	0.00	0.34	0.89	0.05	0.00	0.15	0.78	0.55	0.01	0.42	0.01
Avail Cap(c_a), veh/h	523	0	534	537	564	0	422	1883	840	184	1883	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.1	21.6	16.7	0.0	14.7	14.0	12.0	21.9	11.1	9.0
Incr Delay (d2), s/veh	1.7	0.0	2.1	15.3	0.0	0.0	0.2	1.9	0.7	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	7.4	0.3	0.0	0.5	6.1	3.2	0.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	30.2	36.9	16.7	0.0	14.9	15.9	12.6	21.9	11.2	9.0
LnGrp LOS	C	A	C	D	B	A	B	B	B	C	B	A
Approach Vol, veh/h		59			451			1735			685	
Approach Delay, s/veh		30.0			35.7			15.1			11.2	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.7		7.7		32.7		20.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		20.6		3.0		20.7		16.0				
Green Ext Time (p_c), s		7.6		0.1		3.3		0.4				

Intersection Summary			
HCM 6th Ctrl Delay			17.6
HCM 6th LOS			B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
Future Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	81	0	58	8	1106	106	98	589	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1357	2016	298	1666	1966	606	595	0	0	1212	0	0
Stage 1	788	788	-	1175	1175	-	-	-	-	-	-	-
Stage 2	569	1228	-	491	791	-	-	-	-	-	-	-
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	108	58	698	~ 63	62	440	977	-	-	571	-	-
Stage 1	350	400	-	204	264	-	-	-	-	-	-	-
Stage 2	474	249	-	528	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	48	698	~ 54	51	440	977	-	-	571	-	-
Mov Cap-2 Maneuver	232	133	-	177	198	-	-	-	-	-	-	-
Stage 1	347	331	-	202	262	-	-	-	-	-	-	-
Stage 2	408	247	-	434	330	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	10.2	30.2	0.1	1.8
HCM LOS	B	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	977	-	-	-	698	177	440	571	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.008	0.458	0.131	0.171	-	-
HCM Control Delay (s)	8.7	-	-	0	10.2	41.5	14.4	12.6	-	-
HCM Lane LOS	A	-	-	A	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	2.2	0.4	0.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	24.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1837	29	105	1405
Future Vol, veh/h	16	253	1837	29	105	1405
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	2041	32	117	1561

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3072	1037	0	0	2073	0
Stage 1	2057	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 9	~ 228	-	-	265	-
Stage 1	84	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	~ 228	-	-	265	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	84	-	-	-	-	-
Stage 2	174	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 322.5	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	191	265	-
HCM Lane V/C Ratio	-	-	1.565	0.44	-
HCM Control Delay (s)	-	-	$ 322.5	28.9	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	19.3	2.1	-

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	7	1422	0	0	1028	5
Future Vol, veh/h	1	0	1	0	0	0	7	1422	0	0	1028	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	8	1580	0	0	1142	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	2741	574	2167	2744	790	1148	0	0	1580	0	0
Stage 1	1145	1145	-	1596	1596	-	-	-	-	-	-	-
Stage 2	806	1596	-	571	1148	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	20	440	26	20	333	604	-	-	412	-	-
Stage 1	212	272	-	111	165	-	-	-	-	-	-	-
Stage 2	342	165	-	473	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	18	440	24	18	333	604	-	-	412	-	-
Mov Cap-2 Maneuver	35	18	-	24	18	-	-	-	-	-	-	-
Stage 1	189	272	-	99	147	-	-	-	-	-	-	-
Stage 2	305	147	-	472	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	62.3	0	0.7	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	604	-	-	65	-	412	-	-
HCM Lane V/C Ratio	0.013	-	-	0.034	-	-	-	-
HCM Control Delay (s)	11	0.6	-	62.3	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1679
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	117
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	117
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	37.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	117	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-
HCM Control Delay (s)	37.9	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2862	556
Stage 1	-	-	-	-	1067	-
Stage 2	-	-	-	-	1795	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	626	-	-	-	~ 16	475
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	145	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	626	-	-	-	~ 12	475
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	145	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	40.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	626	-	-	-	84	475
HCM Lane V/C Ratio	0.281	-	-	-	0.556	0.197
HCM Control Delay (s)	13	-	-	-	91.9	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.2	-	-	-	2.5	0.7

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	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑↳	↱		↱
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	532
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	493
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	493
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	493
HCM Lane V/C Ratio	-	-	-	0.095
HCM Control Delay (s)	-	-	-	13.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	20	176	1259	22	64	964
Future Vol, veh/h	20	176	1259	22	64	964
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	-	-	-	205	-
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	9	2	2
Mvmt Flow	22	196	1399	24	71	1071

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2089	712	0	0	1423	0
Stage 1	1411	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	45	375	-	-	474	-
Stage 1	191	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	375	-	-	474	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	38.2	0	0.9
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	316	474	-
HCM Lane V/C Ratio	-	-	0.689	0.15	-
HCM Control Delay (s)	-	-	38.2	13.9	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	4.8	0.5	-

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	48	87	15	49
Demand Flow Rate, veh/h	49	89	15	50
Vehicles Circulating, veh/h	44	26	72	65
Vehicles Exiting, veh/h	71	61	21	50
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.3	2.9	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	49	89	15	50
Cap Entry Lane, veh/h	1319	1344	1282	1291
Entry HV Adj Factor	0.989	0.977	0.993	0.976
Flow Entry, veh/h	48	87	15	49
Cap Entry, veh/h	1305	1312	1274	1260
V/C Ratio	0.037	0.066	0.012	0.039
Control Delay, s/veh	3.1	3.3	2.9	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Future Volume (veh/h)	0	1091	62	36	846	2	36	9	32	3	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.64	0.68		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1212	69	40	940	2	40	10	36	3	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1299	1101	50	715	1	314	71	207	167	19	126
Arrive On Green	0.00	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.00	0.21
Sat Flow, veh/h	595	1870	1585	13	1029	2	1177	345	1007	519	93	612
Grp Volume(v), veh/h	0	1212	69	982	0	0	50	0	36	6	0	0
Grp Sat Flow(s),veh/h/ln	595	1870	1585	1044	0	0	1522	0	1007	1224	0	0
Q Serve(g_s), s	0.0	50.6	1.3	11.9	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	50.6	1.3	62.5	0.0	0.0	2.0	0.0	2.7	2.0	0.0	0.0
Prop In Lane	1.00		1.00	0.04		0.00	0.80		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	80	1299	1101	767	0	0	385	0	207	312	0	0
V/C Ratio(X)	0.00	0.93	0.06	1.28	0.00	0.00	0.13	0.00	0.17	0.02	0.00	0.00
Avail Cap(c_a), veh/h	80	1299	1101	767	0	0	385	0	207	312	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.9	4.4	17.2	0.0	0.0	29.2	0.0	29.5	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.3	0.0	136.3	0.0	0.0	0.7	0.0	1.8	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.4	0.3	37.1	0.0	0.0	0.9	0.0	0.7	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.2	4.4	153.5	0.0	0.0	29.9	0.0	31.3	28.6	0.0	0.0
LnGrp LOS	A	C	A	F	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1281			982			86			6	
Approach Delay, s/veh		23.2			153.5			30.5			28.6	
Approach LOS		C			F			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		67.0		23.0		67.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5				
Max Q Clear Time (g_c+I1), s		4.7		52.6		4.0		64.5				
Green Ext Time (p_c), s		0.3		6.4		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	77.8
HCM 6th LOS	E

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	7	1098	17	0	939	6	0	0	0	2	0	2
Future Vol, veh/h	7	1098	17	0	939	6	0	0	0	2	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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1220	19	0	1043	7	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1050	0	0	-	-	0	2294	2296	1230	2293	2302	1047
Stage 1	-	-	-	-	-	-	1246	1246	-	1047	1047	-
Stage 2	-	-	-	-	-	-	1048	1050	-	1246	1255	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	663	-	-	0	-	-	27	39	217	28	39	277
Stage 1	-	-	-	0	-	-	213	246	-	276	305	-
Stage 2	-	-	-	0	-	-	275	304	-	213	243	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	663	-	-	-	-	-	26	37	217	27	37	277
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	37	-	27	37	-
Stage 1	-	-	-	-	-	-	205	236	-	265	305	-
Stage 2	-	-	-	-	-	-	273	304	-	205	234	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	85.7
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	663	-	-	-	-	49
HCM Lane V/C Ratio	-	0.012	-	-	-	-	0.091
HCM Control Delay (s)	0	10.5	0	-	-	-	85.7
HCM Lane LOS	A	B	A	-	-	-	F
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0.3

Intersection	
Int Delay, s/veh	52.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	232	971	17	18	720	46	7	0	37	23	1	162
Future Vol, veh/h	232	971	17	18	720	46	7	0	37	23	1	162
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	-	-	-	-	-	-	0	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	258	1079	19	20	800	51	8	0	41	26	1	180

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	851	0	0	1098	0	0	2561	2496	1089	2491	2480	826
Stage 1	-	-	-	-	-	-	1605	1605	-	866	866	-
Stage 2	-	-	-	-	-	-	956	891	-	1625	1614	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	788	-	-	621	-	-	18	29	261	~ 20	30	372
Stage 1	-	-	-	-	-	-	132	164	-	348	370	-
Stage 2	-	-	-	-	-	-	310	361	-	129	163	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	788	-	-	621	-	-	~ 2	4	261	~ 5	4	372
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	4	-	~ 5	4	-
Stage 1	-	-	-	-	-	-	21	26	-	54	347	-
Stage 2	-	-	-	-	-	-	150	339	-	~ 17	25	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.2	0.3	$ 709.3	$ 449.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	2	261	788	-	-	621	-	-	5	238
HCM Lane V/C Ratio	3.889	0.158	0.327	-	-	0.032	-	-	5.111	0.761
HCM Control Delay (s)	$ 4345.1	21.4	11.8	0	-	11	0	-	$ 3234.8	56.2
HCM Lane LOS	F	C	B	A	-	B	A	-	F	F
HCM 95th %tile Q(veh)	2.1	0.6	1.4	-	-	0.1	-	-	4.6	5.4

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	960	11	25	794	4	5	0	66	2	0	7
Future Vol, veh/h	3	960	11	25	794	4	5	0	66	2	0	7
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	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	3	1067	12	28	882	4	6	0	73	2	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	886	0	0	1079	0	0	2023	2021	1073	2056	2025	884
Stage 1	-	-	-	-	-	-	1079	1079	-	940	940	-
Stage 2	-	-	-	-	-	-	944	942	-	1116	1085	-
Critical Hdwy	4.12	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	764	-	-	617	-	-	43	58	268	41	58	344
Stage 1	-	-	-	-	-	-	264	295	-	316	342	-
Stage 2	-	-	-	-	-	-	315	342	-	252	293	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	764	-	-	617	-	-	39	52	268	28	52	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	39	52	-	28	52	-
Stage 1	-	-	-	-	-	-	261	292	-	313	311	-
Stage 2	-	-	-	-	-	-	280	311	-	181	290	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.3	36.8	45.9
HCM LOS			E	E

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	190	764	-	-	617	-	-	98
HCM Lane V/C Ratio	0.415	0.004	-	-	0.045	-	-	0.102
HCM Control Delay (s)	36.8	9.7	0	-	11.1	0	-	45.9
HCM Lane LOS	E	A	A	-	B	A	-	E
HCM 95th %tile Q(veh)	1.9	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1035	835	49	34	44
Future Vol, veh/h	25	1035	835	49	34	44
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	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	28	1150	928	54	38	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	982	0	-	0	2161	955
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	1206	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	703	-	-	-	52	313
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	283	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	703	-	-	-	46	313
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	283	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	105.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	703	-	-	-	46	313
HCM Lane V/C Ratio	0.04	-	-	-	0.821	0.156
HCM Control Delay (s)	10.3	0	-	-	217.8	18.6
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.3	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Future Volume (veh/h)	370	593	112	0	450	198	138	743	134	246	415	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	411	659	124	0	500	220	153	826	149	273	514	248
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	260	1067	200	331	489	414	399	1490	587	363	1788	758
Arrive On Green	0.05	0.36	0.36	0.00	0.26	0.26	0.04	0.42	0.42	0.10	0.48	0.48
Sat Flow, veh/h	3456	2985	561	3428	1870	1585	1781	3554	1585	1767	3741	1585
Grp Volume(v), veh/h	411	392	391	0	500	220	153	826	149	273	514	248
Grp Sat Flow(s),veh/h/ln	1728	1777	1769	1714	1870	1585	1781	1777	1585	1767	1870	1585
Q Serve(g_s), s	7.1	27.3	27.4	0.0	39.2	17.9	6.1	26.4	17.1	12.8	12.5	14.5
Cycle Q Clear(g_c), s	7.1	27.3	27.4	0.0	39.2	17.9	6.1	26.4	17.1	12.8	12.5	14.5
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	635	632	331	489	414	399	1490	587	363	1788	758
V/C Ratio(X)	1.58	0.62	0.62	0.00	1.02	0.53	0.38	0.55	0.25	0.75	0.29	0.33
Avail Cap(c_a), veh/h	260	635	632	596	489	414	399	1490	587	375	1788	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	39.7	39.8	0.0	55.4	47.5	24.7	33.0	83.4	24.6	23.7	24.2
Incr Delay (d2), s/veh	280.2	2.0	2.0	0.0	46.7	4.8	0.6	0.5	0.3	8.1	0.4	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	12.0	12.0	0.0	24.3	7.5	3.5	11.2	7.0	5.9	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	327.0	41.7	41.8	0.0	102.1	52.3	25.3	33.5	83.7	32.6	24.1	25.4
LnGrp LOS	F	D	D	A	F	D	C	C	F	C	C	C
Approach Vol, veh/h		1194			720			1128			1035	
Approach Delay, s/veh		139.9			86.9			39.0			26.7	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	59.6	12.4	78.0	14.4	45.2	21.2	69.2
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 12	40.0	* 6.1	71.7	* 7.1	39.2	* 16	61.9
Max Q Clear Time (g_c+I1), s	0.0	29.4	8.1	16.5	9.1	41.2	14.8	28.4
Green Ext Time (p_c), s	0.0	3.9	0.0	5.5	0.0	0.0	0.1	8.1

Intersection Summary	
HCM 6th Ctrl Delay	73.9
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
Future Vol, veh/h	111	752	37	79	520	60	6	2	79	54	1	85
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	836	41	88	578	67	7	2	88	60	1	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	645	0	0	877	0	0	1569	1924	439	1453	1911	323
Stage 1	-	-	-	-	-	-	1103	1103	-	788	788	-
Stage 2	-	-	-	-	-	-	466	821	-	665	1123	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	936	-	-	766	-	-	75	66	566	91	67	673
Stage 1	-	-	-	-	-	-	225	285	-	350	400	-
Stage 2	-	-	-	-	-	-	546	387	-	416	279	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	766	-	-	52	51	566	61	52	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	51	-	61	52	-
Stage 1	-	-	-	-	-	-	196	248	-	304	354	-
Stage 2	-	-	-	-	-	-	414	342	-	303	242	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.2	19.4	96.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	52	566	936	-	-	766	-	-	61	673
HCM Lane V/C Ratio	0.171	0.155	0.132	-	-	0.115	-	-	1.002	0.14
HCM Control Delay (s)	88	12.5	9.4	-	-	10.3	-	-	227.5	11.2
HCM Lane LOS	F	B	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	0.6	0.5	0.5	-	-	0.4	-	-	4.8	0.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	819	6	4	552	59	4	1	35	63	0	59
Future Vol, veh/h	79	819	6	4	552	59	4	1	35	63	0	59
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	910	7	4	613	66	4	1	39	70	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	679	0	0	917	0	0	1405	1777	459	1286	1747	340
Stage 1	-	-	-	-	-	-	1090	1090	-	654	654	-
Stage 2	-	-	-	-	-	-	315	687	-	632	1093	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	909	-	-	740	-	-	99	82	549	122	85	656
Stage 1	-	-	-	-	-	-	230	289	-	422	461	-
Stage 2	-	-	-	-	-	-	671	446	-	435	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	909	-	-	740	-	-	82	73	549	103	76	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	73	-	103	76	-
Stage 1	-	-	-	-	-	-	208	261	-	381	457	-
Stage 2	-	-	-	-	-	-	599	442	-	364	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	18.2	53.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	317	909	-	-	740	-	-	103	656
HCM Lane V/C Ratio	0.14	0.097	-	-	0.006	-	-	0.68	0.1
HCM Control Delay (s)	18.2	9.4	-	-	9.9	0	-	93.9	11.1
HCM Lane LOS	C	A	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0	-	-	3.5	0.3

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 6th Edition methodology does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1251	14	0	953	20	1
Future Vol, veh/h	1251	14	0	953	20	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1390	16	0	1059	22	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	1920	695
Stage 1	-	-	-	-	1390	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	-	-	-	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.6	3.32
Pot Cap-1 Maneuver	-	-	0	-	54	385
Stage 1	-	-	0	-	183	-
Stage 2	-	-	0	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	54	385
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	533	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	385	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Future Volume (veh/h)	222	1047	0	0	753	16	0	0	0	91	0	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	1163	0	0	837	18	0	0	0	101	0	208
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	2377	1060	124	2379	51	3	3	0	314	0	280
Arrive On Green	0.67	0.67	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.18	0.00	0.18
Sat Flow, veh/h	646	3554	1585	483	3557	76	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	247	1163	0	0	418	437	0	0	0	101	0	208
Grp Sat Flow(s),veh/h/ln	646	1777	1585	483	1777	1857	1781	1870	0	1781	0	1585
Q Serve(g_s), s	15.6	9.4	0.0	0.0	5.9	5.9	0.0	0.0	0.0	2.9	0.0	7.2
Cycle Q Clear(g_c), s	21.5	9.4	0.0	0.0	5.9	5.9	0.0	0.0	0.0	2.9	0.0	7.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	2377	1060	124	1188	1242	3	3	0	314	0	280
V/C Ratio(X)	0.50	0.49	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.32	0.00	0.74
Avail Cap(c_a), veh/h	1163	6083	2713	627	3042	3178	582	611	0	552	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	4.7	0.0	0.0	4.2	4.2	0.0	0.0	0.0	20.9	0.0	22.7
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.6	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	0.0	0.0	1.0	1.1	0.0	0.0	0.0	1.2	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	4.9	0.0	0.0	4.3	4.3	0.0	0.0	0.0	21.5	0.0	26.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		1410			855			0			309	
Approach Delay, s/veh		5.7			4.3			0.0			24.9	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		43.4		14.8		43.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.0		99.5		18.0		99.5				
Max Q Clear Time (g_c+I1), s		0.0		23.5		9.2		7.9				
Green Ext Time (p_c), s		0.0		15.3		1.0		5.6				

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	984	10	3	710	7	5
Future Vol, veh/h	984	10	3	710	7	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1093	11	3	789	8	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1104	0	1894	1099
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	632	-	77	258
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	632	-	76	258
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	441	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	223	-	-	632	-
HCM Lane V/C Ratio	0.06	-	-	0.005	-
HCM Control Delay (s)	22.2	-	-	10.7	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Future Volume (veh/h)	42	933	32	5	677	2	52	0	9	14	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1037	36	6	752	2	58	0	10	16	2	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	74	1459	50	470	1636	4	122	0	13	64	16	56
Arrive On Green	0.88	0.88	0.88	0.88	0.88	0.88	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	53	1662	57	526	1865	5	1280	0	221	483	270	963
Grp Volume(v), veh/h	1120	0	0	6	0	754	68	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1773	0	0	526	0	1869	1500	0	0	1717	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.5	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.9	0.0	0.0	0.4	0.0	11.5	6.0	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.56
Lane Grp Cap(c), veh/h	1583	0	0	470	0	1641	135	0	0	135	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.01	0.00	0.46	0.50	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1583	0	0	470	0	1641	236	0	0	249	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	1.1	0.0	1.8	64.6	0.0	0.0	63.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.9	2.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.0	0.0	1.9	2.5	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	0.0	1.1	0.0	2.7	67.5	0.0	0.0	64.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1120			760			68			41	
Approach Delay, s/veh		5.3			2.7			67.5			64.7	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		127.0		12.6		127.0		12.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		122.5		18.5		122.5		18.5				
Max Q Clear Time (g_c+I1), s		27.9		8.0		13.5		5.2				
Green Ext Time (p_c), s		14.1		0.2		5.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
Future Vol, veh/h	33	1	52	16	2	46	46	1426	6	22	942	27
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	37	1	58	18	2	51	51	1584	7	24	1047	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1990	2788	524	2262	2815	796	1077	0	0	1591	0	0
Stage 1	1095	1095	-	1690	1690	-	-	-	-	-	-	-
Stage 2	895	1693	-	572	1125	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 36	18	498	22	18	330	626	-	-	408	-	-
Stage 1	226	288	-	97	148	-	-	-	-	-	-	-
Stage 2	300	147	-	472	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 24	16	498	~ 17	16	330	626	-	-	408	-	-
Mov Cap-2 Maneuver	~ 24	16	-	~ 17	16	-	-	-	-	-	-	-
Stage 1	208	271	-	89	136	-	-	-	-	-	-	-
Stage 2	229	135	-	391	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	258.9	$ 366.4	0.4	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	626	-	-	24	498	53	408	-	-
HCM Lane V/C Ratio	0.082	-	-	1.574	0.116	1.342	0.06	-	-
HCM Control Delay (s)	11.3	-	-	$ 634.8	13.2	$ 366.4	14.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.7	0.4	6.4	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Future Volume (veh/h)	25	25	5	382	25	0	51	1149	363	1	611	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	27	5	424	27	0	55	1277	403	1	679	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	79	15	478	501	0	371	1635	729	164	1664	12
Arrive On Green	0.05	0.05	0.05	0.27	0.27	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	1535	284	1781	1870	0	757	3554	1585	294	3616	27
Grp Volume(v), veh/h	27	0	32	424	27	0	55	1277	403	1	334	350
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1870	0	757	1777	1585	294	1777	1866
Q Serve(g_s), s	0.9	0.0	1.0	14.0	0.7	0.0	3.2	18.6	11.3	0.2	7.7	7.7
Cycle Q Clear(g_c), s	0.9	0.0	1.0	14.0	0.7	0.0	10.8	18.6	11.3	18.7	7.7	7.7
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	92	0	94	478	501	0	371	1635	729	164	818	858
V/C Ratio(X)	0.29	0.00	0.34	0.89	0.05	0.00	0.15	0.78	0.55	0.01	0.41	0.41
Avail Cap(c_a), veh/h	523	0	534	537	564	0	424	1883	840	184	942	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.1	21.6	16.7	0.0	14.6	14.0	12.0	21.9	11.0	11.0
Incr Delay (d2), s/veh	1.7	0.0	2.1	15.3	0.0	0.0	0.2	1.9	0.7	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	7.4	0.3	0.0	0.5	6.1	3.2	0.0	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	30.2	36.9	16.7	0.0	14.8	15.9	12.6	21.9	11.3	11.3
LnGrp LOS	C	A	C	D	B	A	B	B	B	C	B	B
Approach Vol, veh/h		59			451			1735			685	
Approach Delay, s/veh		30.0			35.7			15.1			11.3	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.7		7.7		32.7		20.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		20.6		3.0		20.7		16.0				
Green Ext Time (p_c), s		7.6		0.1		3.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay			17.7
HCM 6th LOS			B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
Future Vol, veh/h	0	0	5	73	0	52	7	995	95	88	530	5
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	81	0	58	8	1106	106	98	589	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1357	2016	298	1666	1966	606	595	0	0	1212	0	0
Stage 1	788	788	-	1175	1175	-	-	-	-	-	-	-
Stage 2	569	1228	-	491	791	-	-	-	-	-	-	-
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	108	58	698	~ 63	62	440	977	-	-	571	-	-
Stage 1	350	400	-	204	264	-	-	-	-	-	-	-
Stage 2	474	249	-	528	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	48	698	~ 54	51	440	977	-	-	571	-	-
Mov Cap-2 Maneuver	232	133	-	177	198	-	-	-	-	-	-	-
Stage 1	347	331	-	202	262	-	-	-	-	-	-	-
Stage 2	408	247	-	434	330	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	10.2	30.2	0.1	1.8
HCM LOS	B	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	977	-	-	-	698	177	440	571	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.008	0.458	0.131	0.171	-	-
HCM Control Delay (s)	8.7	-	-	0	10.2	41.5	14.4	12.6	-	-
HCM Lane LOS	A	-	-	A	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	2.2	0.4	0.6	-	-

Notes

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

Intersection	
Int Delay, s/veh	24.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1837	29	105	1405
Future Vol, veh/h	16	253	1837	29	105	1405
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	2041	32	117	1561

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3072	1037	0	0	2073	0
Stage 1	2057	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 9	~ 228	-	-	265	-
Stage 1	84	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	~ 228	-	-	265	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	84	-	-	-	-	-
Stage 2	174	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 322.5	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	191	265	-
HCM Lane V/C Ratio	-	-	1.565	0.44	-
HCM Control Delay (s)	-	-	$ 322.5	28.9	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	19.3	2.1	-

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	7	1422	0	0	1028	5
Future Vol, veh/h	1	0	1	0	0	0	7	1422	0	0	1028	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	8	1580	0	0	1142	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	2741	574	2167	2744	790	1148	0	0	1580	0	0
Stage 1	1145	1145	-	1596	1596	-	-	-	-	-	-	-
Stage 2	806	1596	-	571	1148	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	20	440	26	20	333	604	-	-	412	-	-
Stage 1	212	272	-	111	165	-	-	-	-	-	-	-
Stage 2	342	165	-	473	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	18	440	24	18	333	604	-	-	412	-	-
Mov Cap-2 Maneuver	35	18	-	24	18	-	-	-	-	-	-	-
Stage 1	189	272	-	99	147	-	-	-	-	-	-	-
Stage 2	305	147	-	472	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	62.3	0	0.7	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	604	-	-	65	-	412	-	-
HCM Lane V/C Ratio	0.013	-	-	0.034	-	-	-	-
HCM Control Delay (s)	11	0.6	-	62.3	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1679
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	117
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	117
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	37.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	117	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-
HCM Control Delay (s)	37.9	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2862	556
Stage 1	-	-	-	-	1067	-
Stage 2	-	-	-	-	1795	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	626	-	-	-	~ 16	475
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	145	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	626	-	-	-	~ 12	475
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	145	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	40.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	626	-	-	-	84	475
HCM Lane V/C Ratio	0.281	-	-	-	0.556	0.197
HCM Control Delay (s)	13	-	-	-	91.9	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.2	-	-	-	2.5	0.7

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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	532
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	493
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	493
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	493
HCM Lane V/C Ratio	-	-	-	0.095
HCM Control Delay (s)	-	-	-	13.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	20	176	1259	22	64	964
Future Vol, veh/h	20	176	1259	22	64	964
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	-	-	-	205	-
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	9	2	2
Mvmt Flow	22	196	1399	24	71	1071

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2089	712	0	0	1423	0
Stage 1	1411	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	45	375	-	-	474	-
Stage 1	191	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	375	-	-	474	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	38.2	0	0.9
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	316	474	-
HCM Lane V/C Ratio	-	-	0.689	0.15	-
HCM Control Delay (s)	-	-	38.2	13.9	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	4.8	0.5	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	25	5	5	50	26	5	5	5	25	10	10
Future Volume (veh/h)	15	25	5	5	50	26	5	5	5	25	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	27	5	5	54	28	5	5	5	27	11	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	427	69	95	467	227	273	268	217	431	175	140
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	421	1067	173	25	1168	566	416	670	543	766	438	349
Grp Volume(v), veh/h	48	0	0	87	0	0	15	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1662	0	0	1759	0	0	1629	0	0	1554	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.4	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.33		0.10	0.06		0.32	0.33		0.33	0.55		0.22
Lane Grp Cap(c), veh/h	771	0	0	788	0	0	758	0	0	746	0	0
V/C Ratio(X)	0.06	0.00	0.00	0.11	0.00	0.00	0.02	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	771	0	0	788	0	0	758	0	0	746	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	8.5	0.0	0.0	8.2	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	0.0	0.0	8.8	0.0	0.0	8.2	0.0	0.0	8.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		48			87			15			49	
Approach Delay, s/veh		8.5			8.8			8.2			8.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	2.7	2.8	3.4
Green Ext Time (p_c), s	0.0	0.1	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

APPENDIX E

2044 NO BUILD SYNCHRO RESULTS

Intersection	
Int Delay, s/veh	146.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	781	44	63	1371	2	85	0	57	0	0	1
Future Vol, veh/h	1	781	44	63	1371	2	85	0	57	0	0	1
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	-	-	-	325	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	868	49	70	1523	2	94	0	63	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1525	0	0	917	0	0	2560	2560	893	2590	2583	1524
Stage 1	-	-	-	-	-	-	895	895	-	1664	1664	-
Stage 2	-	-	-	-	-	-	1665	1665	-	926	919	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	437	-	-	744	-	-	~ 18	26	340	17	25	145
Stage 1	-	-	-	-	-	-	335	359	-	122	154	-
Stage 2	-	-	-	-	-	-	122	154	-	322	350	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	437	-	-	744	-	-	~ 17	23	340	13	23	145
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 17	23	-	13	23	-
Stage 1	-	-	-	-	-	-	333	357	-	121	140	-
Stage 2	-	-	-	-	-	-	110	140	-	261	348	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	$ 2468.4	30
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	27	437	-	-	744	-	-	145
HCM Lane V/C Ratio	5.844	0.003	-	-	0.094	-	-	0.008
HCM Control Delay (s)	$ 2468.4	13.3	0	-	10.3	-	-	30
HCM Lane LOS	F	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	19.4	0	-	-	0.3	-	-	0

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	755	65	140	1475	0	37	0	45	0	0	1
Future Volume (veh/h)	0	755	65	140	1475	0	37	0	45	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1811	1870	1870	1870
Adj Flow Rate, veh/h	0	839	72	156	1639	0	41	0	50	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	6	2	2	2
Cap, veh/h	0	1279	110	421	1527	0	107	12	104	0	0	195
Arrive On Green	0.00	0.75	0.75	0.03	0.82	0.00	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	0	1698	146	1781	1870	0	589	101	841	0	0	1585
Grp Volume(v), veh/h	0	0	911	156	1639	0	91	0	0	0	0	1
Grp Sat Flow(s),veh/h/ln	0	0	1844	1781	1870	0	1530	0	0	0	0	1585
Q Serve(g_s), s	0.0	0.0	36.2	2.9	122.5	0.0	5.7	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	36.2	2.9	122.5	0.0	8.1	0.0	0.0	0.0	0.0	0.1
Prop In Lane	0.00		0.08	1.00		0.00	0.45		0.55	0.00		1.00
Lane Grp Cap(c), veh/h	0	0	1389	421	1527	0	224	0	0	0	0	195
V/C Ratio(X)	0.00	0.00	0.66	0.37	1.07	0.00	0.41	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	0	0	1389	484	1527	0	224	0	0	0	0	195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	9.0	9.8	13.8	0.0	61.1	0.0	0.0	0.0	0.0	57.7
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.5	45.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	12.6	1.5	53.2	0.0	3.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	10.2	10.3	59.1	0.0	66.5	0.0	0.0	0.0	0.0	57.7
LnGrp LOS	A	A	B	B	F	A	E	A	A	A	A	E
Approach Vol, veh/h		911			1795			91			1	
Approach Delay, s/veh		10.2			54.9			66.5			57.7	
Approach LOS		B			D			E			E	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.0	9.5	117.5		23.0		127.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5	10.3	107.7		18.5		122.5				
Max Q Clear Time (g_c+I1), s		10.1	4.9	38.2		2.1		124.5				
Green Ext Time (p_c), s		0.2	0.2	8.2		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	103.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	72	734	12	25	1439	20	3	1	23	19	1	182
Future Vol, veh/h	72	734	12	25	1439	20	3	1	23	19	1	182
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	215	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	80	816	13	28	1599	22	3	1	26	21	1	202

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1621	0	0	829	0	0	2751	2660	823	2662	2655	1610
Stage 1	-	-	-	-	-	-	983	983	-	1666	1666	-
Stage 2	-	-	-	-	-	-	1768	1677	-	996	989	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	401	-	-	803	-	-	13	23	367	~ 15	23	~ 129
Stage 1	-	-	-	-	-	-	299	327	-	122	153	-
Stage 2	-	-	-	-	-	-	106	151	-	294	325	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	401	-	-	803	-	-	-	18	367	~ 11	18	~ 129
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	18	-	~ 11	18	-
Stage 1	-	-	-	-	-	-	239	262	-	98	148	-
Stage 2	-	-	-	-	-	-	-	146	-	218	260	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	1.4	0.2		$ 1289.9
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	-	401	-	-	803	-	-	63
HCM Lane V/C Ratio	-	0.2	-	-	0.035	-	-	3.563
HCM Control Delay (s)	-	16.2	-	-	9.6	-		$ 1289.9
HCM Lane LOS	-	C	-	-	A	-	-	F
HCM 95th %tile Q(veh)	-	0.7	-	-	0.1	-	-	23.7

Notes

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

Intersection	
Int Delay, s/veh	39.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	5	772	8	172	1564	10	10	1	95	0	1	4
Future Vol, veh/h	5	772	8	172	1564	10	10	1	95	0	1	4
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	-	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	17	8	2	2	13	2	10	2	2	2
Mvmt Flow	6	858	9	191	1738	11	11	1	106	0	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1749	0	0	867	0	0	3003	3006	863	3054	3005	1744
Stage 1	-	-	-	-	-	-	875	875	-	2126	2126	-
Stage 2	-	-	-	-	-	-	2128	2131	-	928	879	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.23	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.617	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	358	-	-	752	-	-	~ 8	13	343	8	13	107
Stage 1	-	-	-	-	-	-	329	367	-	65	90	-
Stage 2	-	-	-	-	-	-	61	89	-	321	365	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	358	-	-	752	-	-	~ 5	9	343	4	9	107
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	9	-	4	9	-
Stage 1	-	-	-	-	-	-	318	355	-	63	67	-
Stage 2	-	-	-	-	-	-	43	66	-	214	353	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	1.1	$ 954.9	130.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	44	358	-	-	752	-	-	34
HCM Lane V/C Ratio	2.677	0.016	-	-	0.254	-	-	0.163
HCM Control Delay (s)	$ 954.9	15.2	0	-	11.4	-	-	130.5
HCM Lane LOS	F	C	A	-	B	-	-	F
HCM 95th %tile Q(veh)	12.7	0	-	-	1	-	-	0.5

Notes

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

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	822	1710	58	13	31
Future Vol, veh/h	44	822	1710	58	13	31
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	10	2
Mvmt Flow	49	913	1900	64	14	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1964	0	-	0	2487	982
Stage 1	-	-	-	-	1932	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.14	-	-	-	7	6.94
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.22	-	-	-	3.6	3.32
Pot Cap-1 Maneuver	292	-	-	-	22	248
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	292	-	-	-	~ 14	248
Mov Cap-2 Maneuver	-	-	-	-	~ 14	-
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	197
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	292	-	-	-	14	248
HCM Lane V/C Ratio	0.167	-	-	-	1.032	0.139
HCM Control Delay (s)	19.8	3	-	-	$ 614.9	21.8
HCM Lane LOS	C	A	-	-	F	C
HCM 95th %tile Q(veh)	0.6	-	-	-	2.4	0.5

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	302	377	136	566	708	137	207	476	404	230	935	935
Future Volume (veh/h)	302	377	136	566	708	137	207	476	404	230	935	935
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1707	1870	1856	1870	1841	1870	1870
Adj Flow Rate, veh/h	336	419	151	629	787	152	230	529	449	256	1039	1039
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	3	2	2	13	2	3	2	4	2	2
Cap, veh/h	336	685	244	394	907	369	123	1075	699	352	706	598
Arrive On Green	0.15	0.27	0.27	0.14	0.26	0.26	0.04	0.30	0.30	0.11	0.38	0.38
Sat Flow, veh/h	1767	2567	915	1781	3554	1447	1781	3526	1585	1753	1870	1585
Grp Volume(v), veh/h	336	289	281	629	787	152	230	529	449	256	1039	1039
Grp Sat Flow(s),veh/h/ln	1767	1777	1706	1781	1777	1447	1781	1763	1585	1753	1870	1585
Q Serve(g_s), s	21.4	20.6	21.0	19.7	30.7	12.7	6.0	17.8	32.1	14.1	54.7	54.7
Cycle Q Clear(g_c), s	21.4	20.6	21.0	19.7	30.7	12.7	6.0	17.8	32.1	14.1	54.7	54.7
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	474	455	394	907	369	123	1075	699	352	706	598
V/C Ratio(X)	1.00	0.61	0.62	1.59	0.87	0.41	1.86	0.49	0.64	0.73	1.47	1.74
Avail Cap(c_a), veh/h	336	474	455	394	907	369	123	1075	699	437	706	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	46.5	46.7	41.4	51.7	44.9	44.3	41.2	31.6	29.8	45.2	45.2
Incr Delay (d2), s/veh	49.0	2.5	2.7	279.3	11.0	3.4	418.2	0.4	2.2	4.6	220.3	338.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	9.3	9.1	35.3	14.7	4.8	15.9	7.7	12.3	6.2	67.6	76.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.8	49.0	49.4	320.8	62.7	48.3	462.5	41.6	33.8	34.4	265.5	384.0
LnGrp LOS	F	D	D	F	E	D	F	D	C	C	F	F
Approach Vol, veh/h		906			1568			1208			2334	
Approach Delay, s/veh		63.9			164.8			118.9			292.9	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	44.7	12.3	61.0	28.7	43.0	22.8	50.5
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 20	38.7	* 6	54.7	* 21	37.0	* 24	37.2
Max Q Clear Time (g_c+I1), s	21.7	23.0	8.0	56.7	23.4	32.7	16.1	34.1
Green Ext Time (p_c), s	0.0	3.4	0.0	0.0	0.0	2.3	0.4	1.7

Intersection Summary	
HCM 6th Ctrl Delay	190.1
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	78.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	126	800	16	82	1242	71	0	5	13	51	1	169
Future Vol, veh/h	126	800	16	82	1242	71	0	5	13	51	1	169
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	225	-	-	225	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	3	2	2	2	2	2	2	3
Mvmt Flow	140	889	18	91	1380	79	0	6	14	57	1	188

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1459	0	0	907	0	0	2051	2819	454	2330	2789	730
Stage 1	-	-	-	-	-	-	1178	1178	-	1602	1602	-
Stage 2	-	-	-	-	-	-	873	1641	-	728	1187	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.96
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.33
Pot Cap-1 Maneuver	459	-	-	746	-	-	32	18	553	~ 20	18	363
Stage 1	-	-	-	-	-	-	203	263	-	110	163	-
Stage 2	-	-	-	-	-	-	311	156	-	381	260	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	459	-	-	746	-	-	10	11	553	~ 8	11	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	11	-	~ 8	11	-
Stage 1	-	-	-	-	-	-	141	183	-	76	143	-
Stage 2	-	-	-	-	-	-	131	137	-	250	181	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.6	151.6	$ 891
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	11	553	459	-	-	746	-	-	8	363
HCM Lane V/C Ratio	0.505	0.026	0.305	-	-	0.122	-	-	7.222	0.517
HCM Control Delay (s)	$ 515.5	11.7	16.2	-	-	10.5	-	-	$ 3705	25.1
HCM Lane LOS	F	B	C	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	1.1	0.1	1.3	-	-	0.4	-	-	8.7	2.8

Notes

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

Intersection	
Int Delay, s/veh	55.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	853	5	58	1407	48	2	0	17	73	0	28
Future Vol, veh/h	30	853	5	58	1407	48	2	0	17	73	0	28
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	225	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	3	3	50	2	2	2	2	5
Mvmt Flow	33	948	6	64	1563	53	2	0	19	81	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1616	0	0	954	0	0	1927	2761	477	2258	2738	808
Stage 1	-	-	-	-	-	-	1017	1017	-	1718	1718	-
Stage 2	-	-	-	-	-	-	910	1744	-	540	1020	-
Critical Hdwy	4.18	-	-	4.14	-	-	8.5	6.54	6.94	7.54	6.54	7
Critical Hdwy Stg 1	-	-	-	-	-	-	7.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.22	-	-	4	4.02	3.32	3.52	4.02	3.35
Pot Cap-1 Maneuver	390	-	-	716	-	-	23	19	534	~ 22	20	318
Stage 1	-	-	-	-	-	-	181	313	-	93	143	-
Stage 2	-	-	-	-	-	-	215	139	-	494	312	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	390	-	-	716	-	-	18	16	534	~ 19	17	318
Mov Cap-2 Maneuver	-	-	-	-	-	-	18	16	-	~ 19	17	-
Stage 1	-	-	-	-	-	-	166	286	-	85	130	-
Stage 2	-	-	-	-	-	-	177	127	-	436	285	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	37.1	$ 1364.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	133	390	-	-	716	-	-	19	318
HCM Lane V/C Ratio	0.159	0.085	-	-	0.09	-	-	4.269	0.098
HCM Control Delay (s)	37.1	15.1	-	-	10.5	-		$ 1881.3	17.5
HCM Lane LOS	E	C	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.3	-	-	10.6	0.3

Notes

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

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	4	937	2	7	1448	0	5	0	4	0	0	4
Future Vol, veh/h	4	937	2	7	1448	0	5	0	4	0	0	4
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	-	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	50	17	3	2	2	2	2	2	2	2
Mvmt Flow	4	1041	2	8	1609	0	6	0	4	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1609	0	0	1043	0	0	1871	2675	522	2154	2676	805
Stage 1	-	-	-	-	-	-	1050	1050	-	1625	1625	-
Stage 2	-	-	-	-	-	-	821	1625	-	529	1051	-
Critical Hdwy	4.14	-	-	4.44	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.37	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	402	-	-	580	-	-	44	22	499	27	22	325
Stage 1	-	-	-	-	-	-	243	302	-	107	159	-
Stage 2	-	-	-	-	-	-	335	159	-	501	302	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	402	-	-	580	-	-	42	21	499	26	21	325
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	21	-	26	21	-
Stage 1	-	-	-	-	-	-	237	295	-	104	157	-
Stage 2	-	-	-	-	-	-	326	157	-	485	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	63.8	16.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	71	402	-	-	580	-	-	325
HCM Lane V/C Ratio	0.141	0.011	-	-	0.013	-	-	0.014
HCM Control Delay (s)	63.8	14.1	0.2	-	11.3	-	-	16.2
HCM Lane LOS	F	B	A	-	B	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	787	7	2	1340	78	2	0	0	17	0	152
Future Vol, veh/h	150	787	7	2	1340	78	2	0	0	17	0	152
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	-	-	Stop
Storage Length	315	-	-	275	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	50	3	15	2	2	2	31	2	5
Mvmt Flow	167	874	8	2	1489	87	2	0	0	19	0	169

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1576	0	0	882	0	0	1961	2792	441	2308	2753	788
Stage 1	-	-	-	-	-	-	1212	1212	-	1537	1537	-
Stage 2	-	-	-	-	-	-	749	1580	-	771	1216	-
Critical Hdwy	4.14	-	-	5.1	-	-	7.54	6.54	6.94	8.12	6.54	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.12	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	7.12	5.54	-
Follow-up Hdwy	2.22	-	-	2.7	-	-	3.52	4.02	3.32	3.81	4.02	3.35
Pot Cap-1 Maneuver	414	-	-	522	-	-	38	18	564	~ 14	19	328
Stage 1	-	-	-	-	-	-	193	253	-	92	176	-
Stage 2	-	-	-	-	-	-	370	168	-	301	252	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	414	-	-	522	-	-	13	11	564	~ 10	11	328
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	11	-	~ 10	11	-
Stage 1	-	-	-	-	-	-	115	151	-	55	175	-
Stage 2	-	-	-	-	-	-	179	167	-	180	150	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0	$ 332.2	140.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	13	414	-	-	522	-	-	10	328
HCM Lane V/C Ratio	0.171	0.403	-	-	0.004	-	-	1.889	0.515
HCM Control Delay (s)	$ 332.2	19.4	-	-	11.9	-	$	1153.2	27.1
HCM Lane LOS	F	C	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	0.5	1.9	-	-	0	-	-	3.3	2.8

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	792	6	0	1470	0	1
Future Vol, veh/h	792	6	0	1470	0	1
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	880	7	0	1633	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	887	0	1697	880
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	817	-
Critical Hdwy	-	-	4.13	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	761	-	92	345
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	396	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	761	-	92	345
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	396	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	345	-	-	761	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	15.5	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	755	7	6	1362	16	2
Future Vol, veh/h	755	7	6	1362	16	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	90	90	90	90	90	90
Heavy Vehicles, %	3	33	2	4	8	2
Mvmt Flow	839	8	7	1513	18	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	847	0	2370	843
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	1527	-
Critical Hdwy	-	-	4.12	-	6.48	6.22
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.218	-	3.572	3.318
Pot Cap-1 Maneuver	-	-	790	-	37	364
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	191	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	790	-	35	364
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	180	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	35.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	138	-	-	790	-
HCM Lane V/C Ratio	0.145	-	-	0.008	-
HCM Control Delay (s)	35.5	-	-	9.6	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	614	123	59	1216	0	159	4	47	17	2	39
Future Volume (veh/h)	25	614	123	59	1216	0	159	4	47	17	2	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	682	137	66	1351	0	177	4	52	19	2	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	42	801	157	134	1478	0	205	4	46	90	25	161
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	17	1013	199	668	1870	0	1112	25	327	383	175	1143
Grp Volume(v), veh/h	847	0	0	66	1351	0	233	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1229	0	0	668	1870	0	1464	0	0	1701	0	0
Q Serve(g_s), s	32.0	0.0	0.0	0.0	71.5	0.0	14.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	103.5	0.0	0.0	53.7	71.5	0.0	18.5	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.03		0.16	1.00		0.00	0.76		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	999	0	0	134	1478	0	255	0	0	276	0	0
V/C Ratio(X)	0.85	0.00	0.00	0.49	0.91	0.00	0.91	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	999	0	0	134	1478	0	255	0	0	276	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	8.5	10.4	0.0	57.1	0.0	0.0	50.2	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.0	0.0	2.8	9.1	0.0	37.7	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.0	0.0	0.9	23.6	0.0	10.5	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	11.3	19.5	0.0	94.8	0.0	0.0	52.2	0.0	0.0
LnGrp LOS	B	A	A	B	B	A	F	A	A	D	A	A
Approach Vol, veh/h		847			1417			233			64	
Approach Delay, s/veh		19.6			19.1			94.8			52.2	
Approach LOS		B			B			F			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	108.0	23.0	108.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	103.5	18.5	103.5
Max Q Clear Time (g_c+I1), s	20.5	105.5	6.5	73.5
Green Ext Time (p_c), s	0.0	0.0	0.2	16.9

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	33

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1	56	4	0	7	83	1141	23	35	1795	49
Future Vol, veh/h	23	1	56	4	0	7	83	1141	23	35	1795	49
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	100	2	2	2	2	5	2	2	2	2	8
Mvmt Flow	26	1	62	4	0	8	92	1268	26	39	1994	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2890	3550	997	2541	3591	647	2048	0	0	1294	0	0
Stage 1	2072	2072	-	1465	1465	-	-	-	-	-	-	-
Stage 2	818	1478	-	1076	2126	-	-	-	-	-	-	-
Critical Hdwy	7.62	8.5	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.62	7.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	7.5	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	5	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 7	~ 1	243	14	5	414	260	-	-	531	-	-
Stage 1	53	29	-	134	191	-	-	-	-	-	-	-
Stage 2	328	78	-	234	89	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	~ 1	243	-	3	414	260	-	-	531	-	-
Mov Cap-2 Maneuver	~ 5	~ 1	-	-	3	-	-	-	-	-	-	-
Stage 1	34	27	-	87	123	-	-	-	-	-	-	-
Stage 2	208	50	-	155	83	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1295.3		1.7	0.2
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	260	-	-	4	243	-	531	-	-
HCM Lane V/C Ratio	0.355	-	-	6.667	0.256	-	0.073	-	-
HCM Control Delay (s)	26.3	-	-	$ 4259.8	24.8	-	12.3	-	-
HCM Lane LOS	D	-	-	F	C	-	B	-	-
HCM 95th %tile Q(veh)	1.5	-	-	4.9	1	-	0.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	18	1	1175	5	0	1866
Future Vol, veh/h	18	1	1175	5	0	1866
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	25	2	2
Mvmt Flow	20	1	1306	6	0	2073

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2346	656	0	0	1312	0
Stage 1	1309	-	-	-	-	-
Stage 2	1037	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	30	408	-	-	523	-
Stage 1	217	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	408	-	-	523	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	217	-	-	-	-	-
Stage 2	303	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	36.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	134	523	-
HCM Lane V/C Ratio	-	-	0.158	-	-
HCM Control Delay (s)	-	-	36.8	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	335.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	0	22	141	1	23	41	1100	28	28	1712	66
Future Vol, veh/h	4	0	22	141	1	23	41	1100	28	28	1712	66
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	-	-	125	-	-	125	-	-	-	215	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	2	6	2	2	5	5	2	2
Mvmt Flow	4	0	24	157	1	26	46	1222	31	31	1902	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2705	3346	988	2343	3367	627	1975	0	0	1253	0	0
Stage 1	2001	2001	-	1330	1330	-	-	-	-	-	-	-
Stage 2	704	1345	-	1013	2037	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.54	6.54	7.02	4.14	-	-	4.2	-	-
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	3.36	3.52	4.02	3.36	2.22	-	-	2.25	-	-
Pot Cap-1 Maneuver	10	8	239	~ 19	8	417	289	-	-	535	-	-
Stage 1	61	103	-	163	222	-	-	-	-	-	-	-
Stage 2	394	218	-	256	99	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 4	4	239	~ 10	4	417	289	-	-	535	-	-
Mov Cap-2 Maneuver	~ 4	4	-	~ 10	4	-	-	-	-	-	-	-
Stage 1	29	97	-	~ 77	104	-	-	-	-	-	-	-
Stage 2	172	102	-	217	93	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	264.8	$ 6352.7	5.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	289	-	-	4	239	10	417	535	-	-
HCM Lane V/C Ratio	0.158	-	-	1.111	0.102	15.778	0.061	0.058	-	-
HCM Control Delay (s)	19.8	4.9	$	1601.3	21.8	$ 7379.4	14.2	12.1	-	-
HCM Lane LOS	C	A	-	F	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	1.3	0.3	21.3	0.2	0.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	112	921	22	189	2137
Future Vol, veh/h	11	112	921	22	189	2137
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	22	2	5	2	4	2
Mvmt Flow	12	124	1023	24	210	2374

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2642	524	0	0	1047	0
Stage 1	1035	-	-	-	-	-
Stage 2	1607	-	-	-	-	-
Critical Hdwy	7.24	6.94	-	-	4.18	-
Critical Hdwy Stg 1	6.24	-	-	-	-	-
Critical Hdwy Stg 2	6.24	-	-	-	-	-
Follow-up Hdwy	3.72	3.32	-	-	2.24	-
Pot Cap-1 Maneuver	14	498	-	-	648	-
Stage 1	262	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 9	498	-	-	648	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	262	-	-	-	-	-
Stage 2	82	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.5	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	301	648	-
HCM Lane V/C Ratio	-	-	0.454	0.324	-
HCM Control Delay (s)	-	-	26.5	13.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2.2	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	15	0	0	0	17	950	0	1	2359	7
Future Vol, veh/h	1	0	15	0	0	0	17	950	0	1	2359	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	1	0	17	0	0	0	19	1056	0	1	2621	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3193	3721	1315	2407	3725	528	2629	0	0	1056	0	0
Stage 1	2627	2627	-	1094	1094	-	-	-	-	-	-	-
Stage 2	566	1094	-	1313	2631	-	-	-	-	-	-	-
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	4	4	148	17	4	495	159	-	-	655	-	-
Stage 1	24	49	-	228	288	-	-	-	-	-	-	-
Stage 2	476	288	-	167	48	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	3	148	12	3	495	159	-	-	655	-	-
Mov Cap-2 Maneuver	3	3	-	12	3	-	-	-	-	-	-	-
Stage 1	17	49	-	162	205	-	-	-	-	-	-	-
Stage 2	338	205	-	148	48	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	171.7	0	4.8	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	159	-	-	37	-	655	-	-
HCM Lane V/C Ratio	0.119	-	-	0.48	-	0.002	-	-
HCM Control Delay (s)	30.7	4.3	-	171.7	0	10.5	0	-
HCM Lane LOS	D	A	-	F	A	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1.6	-	0	-	-

Intersection	
Int Delay, s/veh	33.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	40	42	1	6	16	827	30	4	2120	153
Future Vol, veh/h	9	0	40	42	1	6	16	827	30	4	2120	153
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	-	-	-	-	-	-	230	-	-	265	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	2	2	8	3	11	2	2	2
Mvmt Flow	10	0	44	47	1	7	18	919	33	4	2356	170

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2945	3437	1263	2158	3506	476	2526	0	0	952	0	0
Stage 1	2449	2449	-	972	972	-	-	-	-	-	-	-
Stage 2	496	988	-	1186	2534	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.54	6.54	6.94	4.26	-	-	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	3.36	3.52	4.02	3.32	2.28	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 7	7	155	~ 27	6	535	159	-	-	717	-	-
Stage 1	32	60	-	271	329	-	-	-	-	-	-	-
Stage 2	524	323	-	200	55	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	6	155	~ 18	5	535	159	-	-	717	-	-
Mov Cap-2 Maneuver	~ 5	6	-	~ 18	5	-	-	-	-	-	-	-
Stage 1	28	60	-	240	292	-	-	-	-	-	-	-
Stage 2	457	287	-	142	55	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 924.8	$ 1262.7	0.6	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	159	-	-	24	19	717	-	-
HCM Lane V/C Ratio	0.112	-	-	2.269	2.865	0.006	-	-
HCM Control Delay (s)	30.5	-	-	$ 924.8	$ 1262.7	10.1	-	-
HCM Lane LOS	D	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	6.8	7.2	0	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑↑		↱
Traffic Vol, veh/h	981	17	0	1569	0	10
Future Vol, veh/h	981	17	0	1569	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1066	18	0	1705	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1066
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	269
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	269
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	269	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-
HCM Control Delay (s)	18.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	769	1363	72	30	60
Future Vol, veh/h	145	769	1363	72	30	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	836	1482	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1560	0	-	0	2634	1482
Stage 1	-	-	-	-	1482	-
Stage 2	-	-	-	-	1152	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	424	-	-	-	~ 26	154
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	301	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	424	-	-	-	~ 16	154
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	301	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	52.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	424	-	-	-	89	154
HCM Lane V/C Ratio	0.372	-	-	-	0.366	0.423
HCM Control Delay (s)	18.4	-	-	-	67.2	44.5
HCM Lane LOS	C	-	-	-	F	E
HCM 95th %tile Q(veh)	1.7	-	-	-	1.4	1.9

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱		↱
Traffic Vol, veh/h	0	799	1405	36	0	30
Future Vol, veh/h	0	799	1405	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	868	1527	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1527
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	145
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	145
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	36.9
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	145
HCM Lane V/C Ratio	-	-	-	0.225
HCM Control Delay (s)	-	-	-	36.9
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Int Delay, s/veh	15.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	116	867	23	198	2138
Future Vol, veh/h	12	116	867	23	198	2138
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	22	2	5	2	4	2
Mvmt Flow	13	129	963	26	220	2376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2604	495	0	0	989	0
Stage 1	976	-	-	-	-	-
Stage 2	1628	-	-	-	-	-
Critical Hdwy	7.24	6.94	-	-	4.18	-
Critical Hdwy Stg 1	6.24	-	-	-	-	-
Critical Hdwy Stg 2	6.24	-	-	-	-	-
Follow-up Hdwy	3.72	3.32	-	-	2.24	-
Pot Cap-1 Maneuver	15	520	-	-	683	-
Stage 1	283	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 10	520	-	-	683	-
Mov Cap-2 Maneuver	~ 10	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	81	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	$ 388.8	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	90	683	-
HCM Lane V/C Ratio	-	-	1.58	0.322	-
HCM Control Delay (s)	-	-	$ 388.8	12.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	11.3	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	166.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1422	76	58	1079	3	48	10	62	4	0	4
Future Vol, veh/h	0	1422	76	58	1079	3	48	10	62	4	0	4
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	-	-	-	325	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1580	84	64	1199	3	53	11	69	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1202	0	0	1664	0	0	2953	2952	1622	2991	2993	1201
Stage 1	-	-	-	-	-	-	1622	1622	-	1329	1329	-
Stage 2	-	-	-	-	-	-	1331	1330	-	1662	1664	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	581	-	-	386	-	-	~ 9	15	127	9	14	225
Stage 1	-	-	-	-	-	-	129	161	-	191	224	-
Stage 2	-	-	-	-	-	-	190	224	-	123	154	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	581	-	-	386	-	-	~ 8	13	127	~ 1	12	225
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	13	-	~ 1	12	-
Stage 1	-	-	-	-	-	-	129	161	-	191	187	-
Stage 2	-	-	-	-	-	-	155	187	-	52	154	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	$ 3522.3	$ 4629.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	17	581	-	-	386	-	-	2
HCM Lane V/C Ratio	7.843	-	-	-	0.167	-	-	4.444
HCM Control Delay (s)	$ 3522.3	0	-	-	16.2	-	-	$ 4629.5
HCM Lane LOS	F	A	-	-	C	-	-	F
HCM 95th %tile Q(veh)	17.4	0	-	-	0.6	-	-	2.3

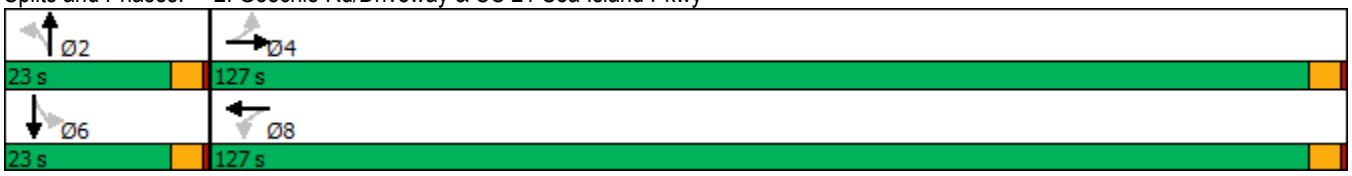
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	1470	23	1152	40	0	3	0
Future Volume (vph)	9	1470	23	1152	40	0	3	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	127.0	127.0	127.0	127.0	23.0	23.0	23.0	23.0
Total Split (%)	84.7%	84.7%	84.7%	84.7%	15.3%	15.3%	15.3%	15.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		122.5	122.5	122.5		18.5		18.5
Actuated g/C Ratio		0.82	0.82	0.82		0.12		0.12
v/c Ratio		1.11	0.11	0.85		0.45		0.03
Control Delay		75.1	3.9	15.2		47.7		16.6
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		75.1	3.9	15.2		47.7		16.6
LOS		E	A	B		D		B
Approach Delay		75.1		14.9		47.7		16.6
Approach LOS		E		B		D		B

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 48.5	Intersection LOS: D
Intersection Capacity Utilization 99.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: Geechie Rd/Driveway & US 21 Sea Island Pkwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1470	20	23	1152	6	40	0	46	3	0	3
Future Volume (veh/h)	9	1470	20	23	1152	6	40	0	46	3	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1633	22	26	1280	7	44	0	51	3	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1488	20	97	1518	8	110	12	101	118	11	93
Arrive On Green	0.82	0.82	0.82	0.82	0.82	0.82	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	4	1822	24	301	1858	10	608	99	819	662	93	754
Grp Volume(v), veh/h	1665	0	0	26	0	1287	95	0	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1851	0	0	301	0	1869	1526	0	0	1509	0	0
Q Serve(g_s), s	49.9	0.0	0.0	0.0	0.0	60.9	6.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	122.5	0.0	0.0	20.7	0.0	60.9	8.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	0.01		0.01	1.00		0.01	0.46		0.54	0.50		0.50
Lane Grp Cap(c), veh/h	1536	0	0	97	0	1526	223	0	0	222	0	0
V/C Ratio(X)	1.08	0.00	0.00	0.27	0.00	0.84	0.43	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1536	0	0	97	0	1526	223	0	0	222	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.4	0.0	0.0	4.4	0.0	8.1	61.3	0.0	0.0	57.8	0.0	0.0
Incr Delay (d2), s/veh	49.4	0.0	0.0	1.4	0.0	4.5	5.8	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	56.5	0.0	0.0	0.2	0.0	18.8	3.8	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	0.0	0.0	5.9	0.0	12.6	67.1	0.0	0.0	58.1	0.0	0.0
LnGrp LOS	F	A	A	A	A	B	E	A	A	E	A	A
Approach Vol, veh/h		1665			1313			95			6	
Approach Delay, s/veh		63.9			12.5			67.1			58.1	
Approach LOS		E			B			E			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	127.0	23.0	127.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s	10.5	124.5	2.5	62.9
Green Ext Time (p_c), s	0.2	0.0	0.0	20.2

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	202.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	159	1346	20	21	1069	51	9	0	45	24	1	74
Future Vol, veh/h	159	1346	20	21	1069	51	9	0	45	24	1	74
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	215	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	177	1496	22	23	1188	57	10	0	50	27	1	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1245	0	0	1518	0	0	3165	3152	1507	3149	3135	1217
Stage 1	-	-	-	-	-	-	1861	1861	-	1263	1263	-
Stage 2	-	-	-	-	-	-	1304	1291	-	1886	1872	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	559	-	-	428	-	-	~ 6	11	148	~ 7	11	220
Stage 1	-	-	-	-	-	-	94	123	-	208	241	-
Stage 2	-	-	-	-	-	-	197	234	-	91	121	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	559	-	-	428	-	-	~ 2	7	148	~ 3	7	220
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	7	-	~ 3	7	-
Stage 1	-	-	-	-	-	-	64	84	-	142	228	-
Stage 2	-	-	-	-	-	-	116	221	-	41	83	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	1.5	0.3	$ 2679.1	$ 4290.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	11	559	-	-	428	-	-	12
HCM Lane V/C Ratio	5.455	0.316	-	-	0.055	-	-	9.167
HCM Control Delay (s)	$ 2679.1	14.4	-	-	13.9	-	-	$ 4290.5
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	8.7	1.3	-	-	0.2	-	-	15

Notes

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

Intersection	
Int Delay, s/veh	23.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	1419	13	92	1183	5	6	0	80	2	0	9
Future Vol, veh/h	4	1419	13	92	1183	5	6	0	80	2	0	9
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	-	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	4	1577	14	102	1314	6	7	0	89	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1320	0	0	1591	0	0	3118	3116	1584	3158	3120	1317
Stage 1	-	-	-	-	-	-	1592	1592	-	1521	1521	-
Stage 2	-	-	-	-	-	-	1526	1524	-	1637	1599	-
Critical Hdwy	4.12	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	524	-	-	391	-	-	7	11	134	6	11	193
Stage 1	-	-	-	-	-	-	135	167	-	148	181	-
Stage 2	-	-	-	-	-	-	147	180	-	127	166	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	524	-	-	391	-	-	~ 5	8	134	~ 2	8	193
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	8	-	~ 2	8	-
Stage 1	-	-	-	-	-	-	126	156	-	138	134	-
Stage 2	-	-	-	-	-	-	103	133	-	40	155	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	1.3	$ 644.8	$ 762.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	48	524	-	-	391	-	-	11
HCM Lane V/C Ratio	1.991	0.008	-	-	0.261	-	-	1.111
HCM Control Delay (s)	$ 644.8	11.9	0	-	17.4	-	-	$ 762.6
HCM Lane LOS	F	B	A	-	C	-	-	F
HCM 95th %tile Q(veh)	9.7	0	-	-	1	-	-	2.2

Notes

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

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1510	1264	59	41	53
Future Vol, veh/h	30	1510	1264	59	41	53
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	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	33	1678	1404	66	46	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1470	0	-	0	2342	735
Stage 1	-	-	-	-	1437	-
Stage 2	-	-	-	-	905	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	455	-	-	-	~ 30	362
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	355	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	455	-	-	-	0	362
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	355	-

Approach	EB	WB	SB
HCM Control Delay, s	6.6	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	455	-	-	-	-	362
HCM Lane V/C Ratio	0.073	-	-	-	-	0.163
HCM Control Delay (s)	13.5	6.5	-	-	-	16.9
HCM Lane LOS	B	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.6

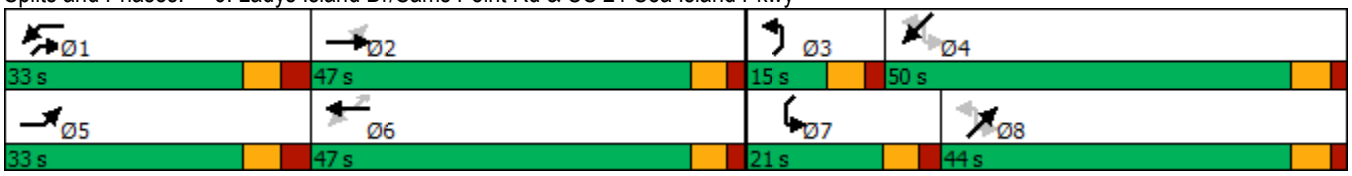
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	568	755	464	563	234	445	884	619	292	499	452
Future Volume (vph)	568	755	464	563	234	445	884	619	292	499	452
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	5	2	1	6		3	8	1	7	4	
Permitted Phases	2		6		6	8		8	4		4
Detector Phase	5	2	1	6	6	3	8	1	7	4	4
Switch Phase											
Minimum Initial (s)	6.0	25.0	6.0	25.0	25.0	6.0	15.0	6.0	6.0	15.0	15.0
Minimum Split (s)	13.3	43.0	13.3	39.0	39.0	12.3	42.3	13.3	13.3	43.3	43.3
Total Split (s)	33.0	47.0	33.0	47.0	47.0	15.0	44.0	33.0	21.0	50.0	50.0
Total Split (%)	22.8%	32.4%	22.8%	32.4%	32.4%	10.3%	30.3%	22.8%	14.5%	34.5%	34.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.3	4.0	4.0	4.3	4.3
All-Red Time (s)	3.3	2.0	3.3	2.0	2.0	2.3	2.0	3.3	2.3	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	6.0	7.3	6.0	6.0	6.3	6.3	7.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Max	Max	None	None	None	None	Max	Max
Act Effct Green (s)	65.4	41.0	65.4	41.0	41.0	46.4	37.7	69.7	58.4	43.7	43.7
Actuated g/C Ratio	0.45	0.28	0.45	0.28	0.28	0.32	0.26	0.48	0.40	0.30	0.30
v/c Ratio	1.45	1.12	1.43	0.63	0.47	3.15	1.07	0.86	1.42	0.99	0.69
Control Delay	241.0	112.7	245.0	48.6	21.1	998.7	99.7	42.5	245.0	85.0	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	241.0	112.7	245.0	48.6	21.1	998.7	99.7	42.5	245.0	85.0	18.1
LOS	F	F	F	D	C	F	F	D	F	F	B
Approach Delay		159.5		115.8			286.8			98.2	
Approach LOS		F		F			F			F	

Intersection Summary

Cycle Length: 145
Actuated Cycle Length: 145
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 3.15
Intersection Signal Delay: 178.9 — Intersection LOS: F
Intersection Capacity Utilization 126.6% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 6: Ladys Island Dr/Sams Point Rd & US 21 Sea Island Pkwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	568	755	235	464	563	234	445	884	619	292	499	452
Future Volume (veh/h)	568	755	235	464	563	234	445	884	619	292	499	452
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	631	839	261	516	626	260	494	982	688	324	554	502
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	447	755	235	363	1005	448	160	924	693	229	564	478
Arrive On Green	0.18	0.28	0.28	0.18	0.28	0.28	0.06	0.26	0.26	0.10	0.30	0.30
Sat Flow, veh/h	1781	2669	829	1767	3554	1585	1781	3554	1585	1767	1870	1585
Grp Volume(v), veh/h	631	558	542	516	626	260	494	982	688	324	554	502
Grp Sat Flow(s),veh/h/ln	1781	1777	1721	1767	1777	1585	1781	1777	1585	1767	1870	1585
Q Serve(g_s), s	25.7	41.0	41.0	25.7	22.2	20.4	8.7	37.7	37.7	14.7	42.6	43.7
Cycle Q Clear(g_c), s	25.7	41.0	41.0	25.7	22.2	20.4	8.7	37.7	37.7	14.7	42.6	43.7
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	502	487	363	1005	448	160	924	693	229	564	478
V/C Ratio(X)	1.41	1.11	1.11	1.42	0.62	0.58	3.08	1.06	0.99	1.42	0.98	1.05
Avail Cap(c_a), veh/h	447	502	487	363	1005	448	160	924	693	229	564	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	52.0	52.0	47.2	45.3	44.6	44.5	53.6	40.6	43.8	50.3	50.7
Incr Delay (d2), s/veh	198.8	74.3	75.4	205.4	2.9	5.4	951.7	47.8	32.3	211.0	33.9	55.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.5	28.1	27.4	29.2	10.0	8.5	46.6	22.5	29.4	19.1	24.6	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	231.5	126.3	127.4	252.5	48.2	50.0	996.2	101.4	72.8	254.8	84.2	105.8
LnGrp LOS	F	F	F	F	D	D	F	F	E	F	F	F
Approach Vol, veh/h		1731			1402			2164			1380	
Approach Delay, s/veh		165.0			123.7			296.6			132.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	47.0	15.0	50.0	33.0	47.0	21.0	44.0
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 26	41.0	* 8.7	43.7	* 26	41.0	* 15	37.7
Max Q Clear Time (g_c+I1), s	27.7	43.0	10.7	45.7	27.7	24.2	16.7	39.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	192.2
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	215

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	1405	45	96	1138	70	7	2	96	56	1	102
Future Vol, veh/h	129	1405	45	96	1138	70	7	2	96	56	1	102
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	225	-	-	225	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	1561	50	107	1264	78	8	2	107	62	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1342	0	0	1611	0	0	2719	3428	806	2585	3414	671
Stage 1	-	-	-	-	-	-	1872	1872	-	1517	1517	-
Stage 2	-	-	-	-	-	-	847	1556	-	1068	1897	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	509	-	-	401	-	-	10	7	325	~ 13	7	399
Stage 1	-	-	-	-	-	-	74	120	-	125	180	-
Stage 2	-	-	-	-	-	-	323	172	-	237	116	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	509	-	-	401	-	-	~ 4	4	325	~ 3	4	399
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	4	-	~ 3	4	-
Stage 1	-	-	-	-	-	-	53	86	-	90	132	-
Stage 2	-	-	-	-	-	-	168	126	-	112	83	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.3	217	$ 4089.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	4	325	509	-	-	401	-	-	3	399
HCM Lane V/C Ratio	2.5	0.328	0.282	-	-	0.266	-	-	21.111	0.284
HCM Control Delay (s)	$ 2303.8	21.4	14.8	-	-	17.2	-	$	11375.9	17.6
HCM Lane LOS	F	C	B	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	2.3	1.4	1.1	-	-	1.1	-	-	9.9	1.2

Notes

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

Intersection	
Int Delay, s/veh	107

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1477	7	17	1173	72	5	1	42	76	0	72
Future Vol, veh/h	96	1477	7	17	1173	72	5	1	42	76	0	72
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	225	-	-	315	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	1641	8	19	1303	80	6	1	47	84	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1383	0	0	1649	0	0	2549	3280	825	2416	3244	692
Stage 1	-	-	-	-	-	-	1859	1859	-	1381	1381	-
Stage 2	-	-	-	-	-	-	690	1421	-	1035	1863	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	491	-	-	388	-	-	13	9	316	~ 17	9	386
Stage 1	-	-	-	-	-	-	76	122	-	152	210	-
Stage 2	-	-	-	-	-	-	401	201	-	248	121	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	491	-	-	388	-	-	8	7	316	~ 10	7	386
Mov Cap-2 Maneuver	-	-	-	-	-	-	8	7	-	~ 10	7	-
Stage 1	-	-	-	-	-	-	59	95	-	119	200	-
Stage 2	-	-	-	-	-	-	302	191	-	163	95	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	249.7	$ 2104.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	53	491	-	-	388	-	-	10	386
HCM Lane V/C Ratio	1.006	0.217	-	-	0.049	-	-	8.444	0.207
HCM Control Delay (s)	249.7	14.4	-	-	14.8	-	$	4082.9	16.7
HCM Lane LOS	F	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	4.5	0.8	-	-	0.2	-	-	12	0.8

Notes

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

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1596	4	5	1251	0	9	0	5	1	0	2
Future Vol, veh/h	2	1596	4	5	1251	0	9	0	5	1	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	-	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1773	4	6	1390	0	10	0	6	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1390	0	0	1777	0	0	2486	3181	889	2293	3183	695
Stage 1	-	-	-	-	-	-	1779	1779	-	1402	1402	-
Stage 2	-	-	-	-	-	-	707	1402	-	891	1781	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	488	-	-	346	-	-	15	10	286	21	10	385
Stage 1	-	-	-	-	-	-	85	133	-	147	205	-
Stage 2	-	-	-	-	-	-	392	205	-	304	133	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	488	-	-	346	-	-	11	6	286	15	6	385
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	6	-	15	6	-
Stage 1	-	-	-	-	-	-	56	87	-	96	202	-
Stage 2	-	-	-	-	-	-	383	202	-	195	87	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.1	$ 493.6	98
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	17	488	-	-	346	-	-	42
HCM Lane V/C Ratio	0.915	0.005	-	-	0.016	-	-	0.079
HCM Control Delay (s)	$ 493.6	12.4	2.1	-	15.6	-	-	98
HCM Lane LOS	F	B	A	-	C	-	-	F
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	0.2

Notes

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

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1608	18	4	1250	5	9	0	14	6	1	26
Future Vol, veh/h	7	1608	18	4	1250	5	9	0	14	6	1	26
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	-	-	Stop
Storage Length	315	-	-	275	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2	2	2	50	20	2	10
Mvmt Flow	8	1787	20	4	1389	6	10	0	16	7	1	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1395	0	0	1807	0	0	2516	3216	904	2310	3223	698
Stage 1	-	-	-	-	-	-	1813	1813	-	1400	1400	-
Stage 2	-	-	-	-	-	-	703	1403	-	910	1823	-
Critical Hdwy	4.76	-	-	4.14	-	-	7.54	6.54	7.9	7.9	6.54	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.9	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.9	5.54	-
Follow-up Hdwy	2.53	-	-	2.22	-	-	3.52	4.02	3.8	3.7	4.02	3.4
Pot Cap-1 Maneuver	353	-	-	337	-	-	14	10	202	16	9	365
Stage 1	-	-	-	-	-	-	81	128	-	125	205	-
Stage 2	-	-	-	-	-	-	394	205	-	262	127	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	353	-	-	337	-	-	11	10	202	14	9	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	10	-	14	9	-
Stage 1	-	-	-	-	-	-	79	125	-	122	203	-
Stage 2	-	-	-	-	-	-	357	203	-	236	124	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	$ 387.1	114
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	26	353	-	-	337	-	-	13	365
HCM Lane V/C Ratio	0.983	0.022	-	-	0.013	-	-	0.598	0.079
HCM Control Delay (s)	$ 387.1	15.4	-	-	15.8	-	-	$ 479.2	15.7
HCM Lane LOS	F	C	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	3.1	0.1	-	-	0	-	-	1.4	0.3

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1563	17	0	1231	0	1
Future Vol, veh/h	1563	17	0	1231	0	1
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1737	19	0	1368	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1756	0	2421	1737
Stage 1	-	-	-	-	1737	-
Stage 2	-	-	-	-	684	-
Critical Hdwy	-	-	4.13	-	6.75	6.23
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.95	-
Follow-up Hdwy	-	-	2.219	-	3.595	3.319
Pot Cap-1 Maneuver	-	-	354	-	28	108
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	354	-	28	108
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	446	-

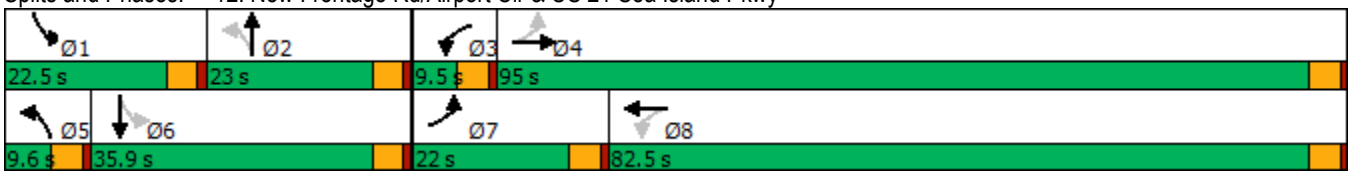
Approach	EB	WB	NB
HCM Control Delay, s	0	0	38.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	-	-	354	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	38.7	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	SBL	SBT	Ø2
Lane Configurations								
Traffic Volume (vph)	269	1316	9	962	26	110	0	
Future Volume (vph)	269	1316	9	962	26	110	0	
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	pm+pt	NA	
Protected Phases	7	4	3	8	5	1	6	2
Permitted Phases	4		8		2	6		
Detector Phase	7	4	3	8	5	1	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.0	95.0	9.5	82.5	9.6	22.5	35.9	23.0
Total Split (%)	14.7%	63.3%	6.3%	55.0%	6.4%	15.0%	23.9%	15%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min
Act Effct Green (s)	91.2	91.2		74.2	10.8	23.0	17.4	
Actuated g/C Ratio	0.74	0.74		0.60	0.09	0.19	0.14	
v/c Ratio	0.76	1.06		0.68	0.24	0.47	0.63	
Control Delay	21.8	60.2		20.4	46.8	50.1	19.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	21.8	60.2		20.4	46.8	50.1	19.7	
LOS	C	E		C	D	D	B	
Approach Delay		53.7		20.4			29.6	
Approach LOS		D		C			C	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 123.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 39.7	Intersection LOS: D
Intersection Capacity Utilization 129.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: New Frontage Rd/Airport Cir & US 21 Sea Island Pkwy



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1240	12	4	910	9	6
Future Vol, veh/h	1240	12	4	910	9	6
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1378	13	4	1011	10	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1391	0	2404	1385
Stage 1	-	-	-	-	1385	-
Stage 2	-	-	-	-	1019	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	492	-	37	175
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	348	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	492	-	36	175
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	341	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	31.2
HCM LOS			D

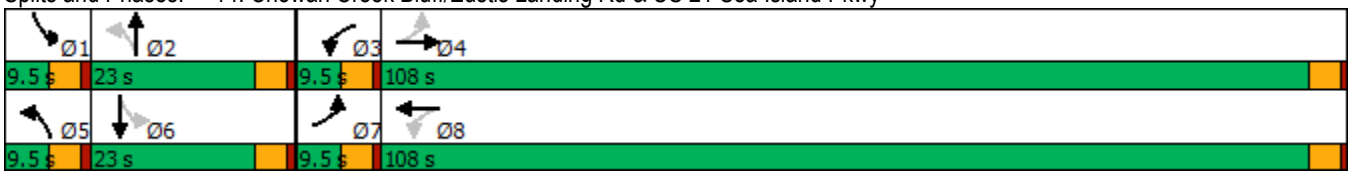
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	154	-	-	492	-
HCM Lane V/C Ratio	0.108	-	-	0.009	-
HCM Control Delay (s)	31.2	-	-	12.4	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	51	1178	6	870	59	0	17	2
Future Volume (vph)	51	1178	6	870	59	0	17	2
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	9.5	108.0	9.5	108.0	9.5	23.0	9.5	23.0
Total Split (%)	6.3%	72.0%	6.3%	72.0%	6.3%	15.3%	6.3%	15.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)		103.6	105.4	105.4		18.5		18.5
Actuated g/C Ratio		0.78	0.79	0.79		0.14		0.14
v/c Ratio		1.07	0.02	0.66		0.34		0.21
Control Delay		62.5	3.0	8.5		30.6		29.8
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		62.5	3.0	8.5		30.6		29.8
LOS		E	A	A		C		C
Approach Delay		62.5		8.4		30.6		29.8
Approach LOS		E		A		C		C

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 132.9
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 39.9 — Intersection LOS: D
Intersection Capacity Utilization 121.2% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 14: Chowan Creek Bluff/Eustis Landing Rd & US 21 Sea Island Pkwy



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 1,5,7.

Intersection	
Int Delay, s/veh	144

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	63	19	2	56	56	1792	7	27	1264	33
Future Vol, veh/h	40	1	63	19	2	56	56	1792	7	27	1264	33
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	44	1	70	21	2	62	62	1991	8	30	1404	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2585	3587	702	2882	3620	1000	1441	0	0	1999	0	0
Stage 1	1464	1464	-	2119	2119	-	-	-	-	-	-	-
Stage 2	1121	2123	-	763	1501	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 12	5	381	~ 7	5	241	452	-	-	283	-	-
Stage 1	133	191	-	52	90	-	-	-	-	-	-	-
Stage 2	218	89	-	363	183	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 4	4	381	~ 4	4	241	452	-	-	283	-	-
Mov Cap-2 Maneuver	~ 4	4	-	~ 4	4	-	-	-	-	-	-	-
Stage 1	115	171	-	45	78	-	-	-	-	-	-	-
Stage 2	136	77	-	263	164	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2539.8	$ 2836.8	0.4	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	452	-	-	4	381	14	283	-	-
HCM Lane V/C Ratio	0.138	-	-	11.389	0.184	6.111	0.106	-	-
HCM Control Delay (s)	14.2	-	$	6416.8	16.8	$ 2836.8	19.2	-	-
HCM Lane LOS	B	-	-	F	C	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	7.5	0.7	11.7	0.4	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	9	0	1894	2	1	1317
Future Vol, veh/h	9	0	1894	2	1	1317
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	10	0	2104	2	1	1463

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2839	1053	0	0	2106	0
Stage 1	2105	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	14	223	-	-	257	-
Stage 1	79	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	14	223	-	-	257	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	79	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	71.4	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	64	257	-
HCM Lane V/C Ratio	-	-	0.156	0.004	-
HCM Control Delay (s)	-	-	71.4	19.1	0.2
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	88	0	63	9	1769	115	107	1219	6
Future Vol, veh/h	0	0	6	88	0	63	9	1769	115	107	1219	6
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	-	-	125	-	-	125	-	-	-	215	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	98	0	70	10	1966	128	119	1354	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2599	3710	681	2965	3649	1047	1361	0	0	2094	0	0
Stage 1	1596	1596	-	2050	2050	-	-	-	-	-	-	-
Stage 2	1003	2114	-	915	1599	-	-	-	-	-	-	-
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	12	4	393	~ 6	5	225	501	-	-	260	-	-
Stage 1	111	165	-	~ 57	97	-	-	-	-	-	-	-
Stage 2	259	90	-	294	164	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	5	2	393	~ 4	3	225	501	-	-	260	-	-
Mov Cap-2 Maneuver	48	~ -23	-	~ 50	56	-	-	-	-	-	-	-
Stage 1	111	89	-	~ 57	97	-	-	-	-	-	-	-
Stage 2	178	90	-	157	89	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	14.3	$ 374.8	0.1	2.4
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	501	-	-	-	393	50	225	260	-	-
HCM Lane V/C Ratio	0.02	-	-	-	0.017	1.956	0.311	0.457	-	-
HCM Control Delay (s)	12.3	0	-	0	14.3	$ 623	28.1	30	-	-
HCM Lane LOS	B	A	-	A	B	F	D	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	9.7	1.3	2.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	24.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1842	29	105	1408
Future Vol, veh/h	16	253	1842	29	105	1408
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	2047	32	117	1564

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3079	1040	0	0	2079	0
Stage 1	2063	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 9	~ 227	-	-	263	-
Stage 1	84	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	~ 227	-	-	263	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	84	-	-	-	-	-
Stage 2	172	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 322.5	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	191	263	-
HCM Lane V/C Ratio	-	-	1.565	0.444	-
HCM Control Delay (s)	-	-	$ 322.5	29.2	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	19.3	2.1	-

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	1	0	1	0	0	0	9	1822	0	0	1363	6
Future Vol, veh/h	1	0	1	0	0	0	9	1822	0	0	1363	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	10	2024	0	0	1514	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2550	3562	761	2801	3565	1012	1521	0	0	2024	0	0
Stage 1	1518	1518	-	2044	2044	-	-	-	-	-	-	-
Stage 2	1032	2044	-	757	1521	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	13	6	329	8	6	237	435	-	-	277	-	-
Stage 1	125	180	-	58	98	-	-	-	-	-	-	-
Stage 2	249	98	-	366	179	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	6	329	8	6	237	435	-	-	277	-	-
Mov Cap-2 Maneuver	13	6	-	8	6	-	-	-	-	-	-	-
Stage 1	125	180	-	58	98	-	-	-	-	-	-	-
Stage 2	249	98	-	365	179	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	162.6	0	0.1	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	435	-	-	25	-	277	-	-
HCM Lane V/C Ratio	0.023	-	-	0.089	-	-	-	-
HCM Control Delay (s)	13.5	0	-	162.6	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

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	34	2	45	6	1	1	34	1676	40	2	1259	33
Future Vol, veh/h	34	2	45	6	1	1	34	1676	40	2	1259	33
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	-	-	-	-	-	-	230	-	-	265	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	2	50	7	1	1	38	1862	44	2	1399	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2430	3404	718	2665	3400	953	1436	0	0	1906	0	0
Stage 1	1422	1422	-	1960	1960	-	-	-	-	-	-	-
Stage 2	1008	1982	-	705	1440	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.96	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	3.33	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 17	7	369	11	7	260	469	-	-	308	-	-
Stage 1	143	200	-	65	108	-	-	-	-	-	-	-
Stage 2	258	105	-	393	196	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 14	6	369	~ 6	6	260	469	-	-	308	-	-
Mov Cap-2 Maneuver	~ 14	6	-	~ 6	6	-	-	-	-	-	-	-
Stage 1	131	199	-	60	99	-	-	-	-	-	-	-
Stage 2	233	96	-	334	195	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1290.7	$ 1125.5	0.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	469	-	-	28	7	308	-	-
HCM Lane V/C Ratio	0.081	-	-	3.214	1.27	0.007	-	-
HCM Control Delay (s)	13.3	-	-	$ 1290.7	$ 1125.5	16.8	-	-
HCM Lane LOS	B	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	10.9	1.9	0	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑↑		↱
Traffic Vol, veh/h	1551	12	0	1228	0	7
Future Vol, veh/h	1551	12	0	1228	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1686	13	0	1335	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1686
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	116
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	116
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	38.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	116	-	-	-
HCM Lane V/C Ratio	0.066	-	-	-
HCM Control Delay (s)	38.2	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2818	1023
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	1795	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	629	-	-	-	~ 20	286
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	146	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	629	-	-	-	~ 14	286
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	146	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	43
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	629	-	-	-	90	286
HCM Lane V/C Ratio	0.28	-	-	-	0.519	0.327
HCM Control Delay (s)	12.9	-	-	-	81.9	23.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	1.1	-	-	-	2.3	1.4

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱		↱
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1064
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	271
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	271
HCM Lane V/C Ratio	-	-	-	0.172
HCM Control Delay (s)	-	-	-	21
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	70.4

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	24	212	1625	27	77	1287
Future Vol, veh/h	24	212	1625	27	77	1287
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	-	-	-	75	-
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	9	2	2
Mvmt Flow	27	236	1806	30	86	1430

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2708	918	0	0	1836	0
Stage 1	1821	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 17	274	-	-	328	-
Stage 1	114	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 13	274	-	-	328	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-
Stage 1	114	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s$	963.2	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	90	328	-
HCM Lane V/C Ratio	-	-	2.914	0.261	-
HCM Control Delay (s)	-	-	$ 963.2	19.8	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	25.4	1	-

Notes

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

APPENDIX F

2044 BUILD SYNCHRO RESULTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	781	46	63	1371	2	85	0	57	0	0	1
Future Volume (veh/h)	1	781	46	63	1371	2	85	0	57	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	868	51	70	1523	2	94	0	63	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	1527	1294	448	1525	2	222	0	195	0	0	195
Arrive On Green	0.82	0.82	0.82	0.82	0.82	0.82	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	342	1870	1585	608	1867	2	1410	0	1585	0	0	1585
Grp Volume(v), veh/h	1	868	51	70	0	1525	94	0	63	0	0	1
Grp Sat Flow(s),veh/h/ln	342	1870	1585	608	0	1870	1410	0	1585	0	0	1585
Q Serve(g_s), s	0.4	23.8	0.9	6.7	0.0	121.6	9.4	0.0	5.4	0.0	0.0	0.1
Cycle Q Clear(g_c), s	122.0	23.8	0.9	30.5	0.0	121.6	9.4	0.0	5.4	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	50	1527	1294	448	0	1527	222	0	195	0	0	195
V/C Ratio(X)	0.02	0.57	0.04	0.16	0.00	1.00	0.42	0.00	0.32	0.00	0.00	0.01
Avail Cap(c_a), veh/h	50	1527	1294	448	0	1527	222	0	195	0	0	195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	74.3	4.7	2.6	9.9	0.0	13.7	61.8	0.0	60.0	0.0	0.0	57.7
Incr Delay (d2), s/veh	0.2	0.5	0.0	0.2	0.0	22.7	5.8	0.0	4.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	0.2	0.9	0.0	43.3	3.7	0.0	2.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	5.2	2.6	10.1	0.0	36.3	67.6	0.0	64.3	0.0	0.0	57.7
LnGrp LOS	E	A	A	B	A	D	E	A	E	A	A	E
Approach Vol, veh/h		920			1595			157			1	
Approach Delay, s/veh		5.1			35.2			66.3			57.7	
Approach LOS		A			D			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		127.0		23.0		127.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		122.5		18.5		122.5				
Max Q Clear Time (g_c+I1), s		11.4		124.0		2.1		123.6				
Green Ext Time (p_c), s		0.3		0.0		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	755	65	0	1510	0	2	0	4	0	0	1
Future Vol, veh/h	0	755	65	0	1510	0	2	0	4	0	0	1
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	-	-	100	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	0	839	72	0	1678	0	2	0	4	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1678	0	0	-	-	0	2518	-	839	2555	2589	1678
Stage 1	-	-	-	-	-	-	839	-	-	1678	1678	-
Stage 2	-	-	-	-	-	-	1679	-	-	877	911	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	-	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	-	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	382	-	-	0	-	-	19	0	360	18	25	117
Stage 1	-	-	-	0	-	-	360	0	-	120	151	-
Stage 2	-	-	-	0	-	-	120	0	-	343	353	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	382	-	-	-	-	-	19	-	360	18	25	117
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	-	-	18	25	-
Stage 1	-	-	-	-	-	-	360	-	-	120	151	-
Stage 2	-	-	-	-	-	-	119	-	-	339	353	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.1	36.1
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	360	382	-	-	-	-	117
HCM Lane V/C Ratio	0.012	-	-	-	-	-	0.009
HCM Control Delay (s)	15.1	0	-	-	-	-	36.1
HCM Lane LOS	C	A	-	-	-	-	E
HCM 95th %tile Q(veh)	0	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	39.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	135	574	10	21	1046	18	2	1	19	19	1	301
Future Vol, veh/h	135	574	10	21	1046	18	2	1	19	19	1	301
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	360	-	-	75	-	-	-	-	-	75	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	150	638	11	23	1162	20	2	1	21	21	1	334

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1182	0	0	649	0	0	2330	2172	644	2173	2167	1172
Stage 1	-	-	-	-	-	-	944	944	-	1218	1218	-
Stage 2	-	-	-	-	-	-	1386	1228	-	955	949	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	591	-	-	937	-	-	26	47	466	34	47	~ 234
Stage 1	-	-	-	-	-	-	315	341	-	221	253	-
Stage 2	-	-	-	-	-	-	177	250	-	310	339	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	591	-	-	937	-	-	-	34	466	25	34	~ 234
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	34	-	25	34	-
Stage 1	-	-	-	-	-	-	235	254	-	165	247	-
Stage 2	-	-	-	-	-	-	-	244	-	220	253	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.5	0.2		260.8
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2	SWLn3
Capacity (veh/h)	-	591	-	-	937	-	-	25	34	234
HCM Lane V/C Ratio	-	0.254	-	-	0.025	-	-	0.844	0.033	1.429
HCM Control Delay (s)	-	13.2	-	-	8.9	-	-	$ 350.5	114.4	255.6
HCM Lane LOS	-	B	-	-	A	-	-	F	F	F
HCM 95th %tile Q(veh)	-	1	-	-	0.1	-	-	2.6	0.1	19.1

Notes

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	5	655	8	13	57	1355	11	0	0	106	0	1	4
Future Vol, veh/h	5	655	8	13	57	1355	11	0	0	106	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	215	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	17	2	8	2	2	13	2	10	2	2	2
Mvmt Flow	6	728	9	14	63	1506	12	0	0	118	0	1	4

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1518	0	0	-	737	0	0	-	-	733	2442	2415	1512
Stage 1	-	-	-	-	-	-	-	-	-	-	1638	1666	-
Stage 2	-	-	-	-	-	-	-	-	-	-	804	749	-
Critical Hdwy	4.12	-	-	-	4.18	-	-	-	-	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	2.272	-	-	-	-	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	440	-	-	-	842	-	-	0	0	408	21	33	148
Stage 1	-	-	-	-	-	-	-	0	0	-	127	153	-
Stage 2	-	-	-	-	-	-	-	0	0	-	377	419	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	440	-	-	~ -6	~ -6	-	-	-	-	408	15	32	148
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	15	32	-
Stage 1	-	-	-	-	-	-	-	-	-	-	124	153	-
Stage 2	-	-	-	-	-	-	-	-	-	-	262	409	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1		17.4	49.7
HCM LOS			C	E

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	408	440	-	-	+	-	-	86
HCM Lane V/C Ratio	0.289	0.013	-	-	-	-	-	0.065
HCM Control Delay (s)	17.4	13.3	0	-	-	-	-	49.7
HCM Lane LOS	C	B	A	-	-	-	-	E
HCM 95th %tile Q(veh)	1.2	0	-	-	-	-	-	0.2

Notes

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	11	44	705	1436	58	0	44
Future Vol, veh/h	11	44	705	1436	58	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	150	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	10	2
Mvmt Flow	12	49	783	1596	64	0	49

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1660	1660	0	-	0	-	830
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	124	384	-	-	-	0	313
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	255	255	-	-	-	-	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	255	-	-	-	313
HCM Lane V/C Ratio	0.239	-	-	-	0.156
HCM Control Delay (s)	23.5	-	-	-	18.6
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.9	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Future Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	409	160	236	761	152	90	529	166	256	1039	844
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	623	241	328	912	407	176	1197	701	415	1416	632
Arrive On Green	0.10	0.25	0.25	0.11	0.26	0.26	0.05	0.34	0.34	0.11	0.40	0.40
Sat Flow, veh/h	1781	2504	969	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	207	289	280	236	761	152	90	529	166	256	1039	844
Grp Sat Flow(s),veh/h/ln	1781	1777	1696	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.1	18.9	19.3	12.8	26.3	10.2	4.3	15.0	8.5	11.7	32.2	51.7
Cycle Q Clear(g_c), s	11.1	18.9	19.3	12.8	26.3	10.2	4.3	15.0	8.5	11.7	32.2	51.7
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	442	422	328	912	407	176	1197	701	415	1416	632
V/C Ratio(X)	0.79	0.65	0.66	0.72	0.83	0.37	0.51	0.44	0.24	0.62	0.73	1.34
Avail Cap(c_a), veh/h	263	548	523	328	1123	501	348	1351	770	511	1416	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	43.7	43.8	33.1	45.6	39.6	29.5	33.5	22.5	23.7	33.2	39.0
Incr Delay (d2), s/veh	14.6	2.3	2.6	7.4	4.9	0.7	2.3	0.3	0.2	1.5	2.1	161.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	8.4	8.2	6.0	11.9	4.0	1.9	6.4	3.1	4.9	13.7	47.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	46.0	46.4	40.6	50.5	40.3	31.8	33.8	22.7	25.2	35.2	200.8
LnGrp LOS	D	D	D	D	D	D	C	C	C	C	D	F
Approach Vol, veh/h		776			1149			785			2139	
Approach Delay, s/veh		47.1			47.1			31.2			99.4	
Approach LOS		D			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	38.3	12.4	58.0	20.0	39.3	20.4	50.0
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 14	40.0	* 19	51.7	* 13	41.0	* 21	49.3
Max Q Clear Time (g_c+I1), s	14.8	21.3	6.3	53.7	13.1	28.3	13.7	17.0
Green Ext Time (p_c), s	0.0	3.6	0.1	0.0	0.0	5.0	0.4	5.0

Intersection Summary	
HCM 6th Ctrl Delay	67.6
HCM 6th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
Future Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	596	18	91	961	79	0	6	14	57	1	188

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1040	0	0	614	0	0	1548	2107	307	1764	2077	520
Stage 1	-	-	-	-	-	-	885	885	-	1183	1183	-
Stage 2	-	-	-	-	-	-	663	1222	-	581	894	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	664	-	-	961	-	-	78	51	689	~ 53	53	501
Stage 1	-	-	-	-	-	-	306	361	-	201	261	-
Stage 2	-	-	-	-	-	-	417	250	-	467	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	664	-	-	961	-	-	37	36	689	~ 36	38	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	36	-	~ 36	38	-
Stage 1	-	-	-	-	-	-	241	285	-	159	236	-
Stage 2	-	-	-	-	-	-	235	226	-	354	282	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	41.4	140.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	36	689	664	-	-	961	-	-	36	501
HCM Lane V/C Ratio	0.154	0.021	0.211	-	-	0.095	-	-	1.605	0.375
HCM Control Delay (s)	122.4	10.3	11.9	-	-	9.1	-	-	$ 542.4	16.4
HCM Lane LOS	F	B	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.5	0.1	0.8	-	-	0.3	-	-	6.2	1.7

Notes

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

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
Future Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
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	225	-	-	100	-	-	-	-	350	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	654	6	3	1144	53	2	0	19	81	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1197	0	0	660	0	0	1301	1926	330	1570	1903	599
Stage 1	-	-	-	-	-	-	723	723	-	1177	1177	-
Stage 2	-	-	-	-	-	-	578	1203	-	393	726	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	579	-	-	924	-	-	118	66	666	~ 75	68	445
Stage 1	-	-	-	-	-	-	384	429	-	203	263	-
Stage 2	-	-	-	-	-	-	468	256	-	603	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	579	-	-	924	-	-	105	62	666	~ 70	64	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	62	-	~ 70	64	-
Stage 1	-	-	-	-	-	-	362	405	-	191	262	-
Stage 2	-	-	-	-	-	-	434	255	-	553	404	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	13.7	191.5
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	105	666	579	-	-	924	-	-	70	445
HCM Lane V/C Ratio	0.021	0.028	0.058	-	-	0.004	-	-	1.159	0.07
HCM Control Delay (s)	40	10.6	11.6	-	-	8.9	-	-	259.7	13.7
HCM Lane LOS	E	B	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	0	-	-	6.3	0.2

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	543	9	418	953	75	7	0	259	16	0	148
Future Volume (veh/h)	147	543	9	418	953	75	7	0	259	16	0	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1159	1648	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	603	10	464	1059	83	8	0	288	18	0	164
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	50	17	3	2	2	2	2	2	2	2
Cap, veh/h	288	855	14	518	1308	102	510	0	596	73	25	528
Arrive On Green	0.09	0.24	0.24	0.24	0.39	0.39	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1781	3549	59	1570	3312	259	1159	0	1585	86	68	1402
Grp Volume(v), veh/h	163	299	314	464	563	579	8	0	288	182	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1845	1570	1763	1809	1159	0	1585	1556	0	0
Q Serve(g_s), s	6.5	15.1	15.1	20.1	27.6	27.6	0.0	0.0	13.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	15.1	15.1	20.1	27.6	27.6	0.5	0.0	13.4	7.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.14	1.00		1.00	0.10		0.90
Lane Grp Cap(c), veh/h	288	425	444	518	696	714	510	0	596	626	0	0
V/C Ratio(X)	0.57	0.71	0.71	0.90	0.81	0.81	0.02	0.00	0.48	0.29	0.00	0.00
Avail Cap(c_a), veh/h	468	700	732	1130	1481	1520	510	0	596	626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.2	33.7	33.7	19.6	26.1	26.1	19.0	0.0	23.1	21.3	0.0	0.0
Incr Delay (d2), s/veh	1.7	2.2	2.1	5.8	2.3	2.3	0.1	0.0	2.8	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.3	6.6	7.3	11.0	11.3	0.1	0.0	5.1	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	35.8	35.7	25.4	28.4	28.4	19.1	0.0	25.8	22.4	0.0	0.0
LnGrp LOS	C	D	D	C	C	C	B	A	C	C	A	A
Approach Vol, veh/h		776			1606			296			182	
Approach Delay, s/veh		33.9			27.5			25.7			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	28.1	27.9		41.0	13.2	42.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		36.5	61.5	38.5		36.5	18.5	81.5				
Max Q Clear Time (g_c+I1), s		15.4	22.1	17.1		9.7	8.5	29.6				
Green Ext Time (p_c), s		1.0	1.5	3.3		1.2	0.3	8.7				

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	803	0	0	1340	3	0	0	0	0	0	0
Future Vol, veh/h	7	803	0	0	1340	3	0	0	0	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	-	-	Stop
Storage Length	315	-	-	275	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	50	3	15	2	2	2	31	2	5
Mvmt Flow	8	892	0	0	1489	3	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1492	0	0	892	0	0	-	-	446	-	-	746
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	5.1	-	-	-	-	6.94	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.7	-	-	-	-	3.32	-	-	3.35
Pot Cap-1 Maneuver	446	-	-	517	-	-	0	0	560	0	0	349
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	446	-	-	517	-	-	-	-	560	-	-	349
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	446	-	-	517	-	-	-
HCM Lane V/C Ratio	-	0.017	-	-	-	-	-	-
HCM Control Delay (s)	0	13.2	-	-	0	-	-	0
HCM Lane LOS	A	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	783	6	0	1447	0	1
Future Vol, veh/h	783	6	0	1447	0	1
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	870	7	0	1608	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	877	0	1674	435
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	766	-	86	569
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	766	-	86	569
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	401	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	569	-	-	766	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	11.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Future Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
Arrive On Green	0.02	0.59	0.00	0.02	0.59	0.00	0.05	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Cycle Q Clear(g_c), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
V/C Ratio(X)	0.06	0.41	0.00	0.03	0.73	0.00	0.22	0.00	0.00	0.05	0.00	0.52
Avail Cap(c_a), veh/h	643	4667	2082	604	4187	0	332	519	0	670	0	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	7.4	0.0	5.8	9.8	0.0	28.2	0.0	0.0	25.9	0.0	29.7
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.1	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	0.0	0.1	5.6	0.0	0.8	0.0	0.0	0.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	7.5	0.0	5.8	10.3	0.0	28.6	0.0	0.0	25.9	0.0	33.2
LnGrp LOS	A	A	A	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		870			1553			54			76	
Approach Delay, s/veh		7.6			10.3			28.6			31.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	7.7	5.7	43.8	7.7	9.5	5.6	43.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	18.5	7.5	87.5	6.5	30.5	16.5	78.5
Max Q Clear Time (g_c+I1), s	2.5	0.0	2.2	10.7	3.9	4.5	2.2	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	6.6	0.0	0.3	0.0	16.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	746	7	6	1339	16	2
Future Vol, veh/h	746	7	6	1339	16	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	829	8	7	1488	18	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	837	0	2335	833
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	1502	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	797	-	40	369
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	203	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	38	369
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	193	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	-	-	797	-
HCM Lane V/C Ratio	0.137	-	-	0.008	-
HCM Control Delay (s)	33.5	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Future Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	672	137	66	1326	0	177	4	52	19	2	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	40	787	157	133	1463	0	214	4	50	95	25	176
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	18	1006	200	674	1870	0	1100	25	323	398	160	1143
Grp Volume(v), veh/h	837	0	0	66	1326	0	233	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1224	0	0	674	1870	0	1448	0	0	1701	0	0
Q Serve(g_s), s	33.9	0.0	0.0	0.0	74.3	0.0	16.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	108.2	0.0	0.0	63.5	74.3	0.0	21.5	0.0	0.0	4.7	0.0	0.0
Prop In Lane	0.03		0.16	1.00		0.00	0.76		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
V/C Ratio(X)	0.85	0.00	0.00	0.49	0.91	0.00	0.87	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.2	11.4	0.0	59.5	0.0	0.0	52.2	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	2.8	8.5	0.0	29.9	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	0.0	1.1	25.8	0.0	10.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	13.1	19.9	0.0	89.4	0.0	0.0	53.8	0.0	0.0
LnGrp LOS	C	A	A	B	B	A	F	A	A	D	A	A
Approach Vol, veh/h		837			1392			233			64	
Approach Delay, s/veh		20.9			19.6			89.4			53.8	
Approach LOS		C			B			F			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		114.0		26.0		114.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.5		109.5		21.5		109.5				
Max Q Clear Time (g_c+I1), s		23.5		110.2		6.7		76.3				
Green Ext Time (p_c), s		0.0		0.0		0.2		17.2				

Intersection Summary												
HCM 6th Ctrl Delay			27.3									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	27.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
Future Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	62	4	0	8	92	1256	26	39	2003	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2893	3547	1002	2533	3588	641	2057	0	0	1282	0	0
Stage 1	2081	2081	-	1453	1453	-	-	-	-	-	-	-
Stage 2	812	1466	-	1080	2135	-	-	-	-	-	-	-
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	~ 7	6	241	14	5	417	269	-	-	537	-	-
Stage 1	55	94	-	137	194	-	-	-	-	-	-	-
Stage 2	339	191	-	233	88	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	241	6	3	417	269	-	-	537	-	-
Mov Cap-2 Maneuver	~ 5	4	-	6	3	-	-	-	-	-	-	-
Stage 1	36	87	-	90	128	-	-	-	-	-	-	-
Stage 2	219	126	-	158	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1018.6	$ 460	1.7	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	269	-	-	5	241	16	537	-	-
HCM Lane V/C Ratio	0.343	-	-	5.333	0.258	0.764	0.072	-	-
HCM Control Delay (s)	25.2	-	$	3336.7	25.1	$ 460	12.2	-	-
HCM Lane LOS	D	-	-	F	D	F	B	-	-
HCM 95th %tile Q(veh)	1.5	-	-	4.8	1	1.9	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	30	30	372	30	1	115	816	260	0	1520	10
Future Volume (veh/h)	5	30	30	372	30	1	115	816	260	0	1520	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	33	33	413	33	1	125	907	289	0	1689	11
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	47	47	459	466	14	118	1726	770	108	1758	11
Arrive On Green	0.05	0.05	0.05	0.26	0.26	0.26	0.49	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1781	858	858	1781	1806	55	288	3554	1585	468	3619	24
Grp Volume(v), veh/h	5	0	66	413	0	34	125	907	289	0	829	871
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1781	0	1861	288	1777	1585	468	1777	1866
Q Serve(g_s), s	0.2	0.0	2.5	15.0	0.0	0.9	2.3	11.8	7.7	0.0	30.1	30.2
Cycle Q Clear(g_c), s	0.2	0.0	2.5	15.0	0.0	0.9	32.5	11.8	7.7	0.0	30.1	30.2
Prop In Lane	1.00		0.50	1.00		0.03	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	98	0	94	459	0	480	118	1726	770	108	863	906
V/C Ratio(X)	0.05	0.00	0.70	0.90	0.00	0.07	1.06	0.53	0.38	0.00	0.96	0.96
Avail Cap(c_a), veh/h	479	0	462	492	0	514	118	1726	770	108	863	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	31.1	24.0	0.0	18.8	33.4	11.9	10.8	0.0	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.0	9.2	18.5	0.0	0.1	100.6	0.3	0.3	0.0	21.5	21.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	8.2	0.0	0.4	5.1	3.7	2.2	0.0	14.5	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	40.2	42.5	0.0	18.8	134.0	12.2	11.1	0.0	38.1	37.7
LnGrp LOS	C	A	D	D	A	B	F	B	B	A	D	D
Approach Vol, veh/h		71			447			1321			1700	
Approach Delay, s/veh		39.5			40.7			23.5			37.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		8.2		37.0		21.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		34.5		4.5		32.2		17.0				
Green Ext Time (p_c), s		0.0		0.2		0.3		0.3				

Intersection Summary			
HCM 6th Ctrl Delay			32.9
HCM 6th LOS			C

Intersection	
Int Delay, s/veh	79.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	0	22	141	1	23	41	741	28	28	1366	66
Future Vol, veh/h	4	0	22	141	1	23	41	741	28	28	1366	66
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	24	157	1	26	46	823	31	31	1518	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2121	2563	796	1752	2584	427	1591	0	0	854	0	0
Stage 1	1617	1617	-	931	931	-	-	-	-	-	-	-
Stage 2	504	946	-	821	1653	-	-	-	-	-	-	-
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	29	26	330	~ 54	25	576	408	-	-	781	-	-
Stage 1	108	161	-	287	344	-	-	-	-	-	-	-
Stage 2	518	338	-	335	154	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	22	330	~ 44	21	576	408	-	-	781	-	-
Mov Cap-2 Maneuver	24	22	-	~ 44	21	-	-	-	-	-	-	-
Stage 1	96	155	-	255	305	-	-	-	-	-	-	-
Stage 2	438	300	-	298	148	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	42.9	$ 1167.4	0.8	0.2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	408	-	-	24	330	44	576	781	-	-
HCM Lane V/C Ratio	0.112	-	-	0.185	0.074	3.586	0.044	0.04	-	-
HCM Control Delay (s)	14.9	-	-	186.4	16.8	$ 1354.6	11.5	9.8	-	-
HCM Lane LOS	B	-	-	F	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.6	0.2	17.6	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	112	920	22	189	2136
Future Vol, veh/h	11	112	920	22	189	2136
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	22	2	5	2	4	2
Mvmt Flow	12	124	1022	24	210	2373

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2641	523	0	0	1046	0
Stage 1	1034	-	-	-	-	-
Stage 2	1607	-	-	-	-	-
Critical Hdwy	7.24	6.94	-	-	4.18	-
Critical Hdwy Stg 1	6.24	-	-	-	-	-
Critical Hdwy Stg 2	6.24	-	-	-	-	-
Follow-up Hdwy	3.72	3.32	-	-	2.24	-
Pot Cap-1 Maneuver	14	499	-	-	649	-
Stage 1	262	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 9	499	-	-	649	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	262	-	-	-	-	-
Stage 2	82	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.4	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	302	649	-
HCM Lane V/C Ratio	-	-	0.453	0.324	-
HCM Control Delay (s)	-	-	26.4	13.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2.2	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	15	0	0	0	17	834	0	1	2184	7
Future Vol, veh/h	1	0	15	0	0	0	17	834	0	1	2184	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	0	0	0	19	927	0	1	2427	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2935	3398	1218	2181	3402	464	2435	0	0	927	0	0
Stage 1	2433	2433	-	965	965	-	-	-	-	-	-	-
Stage 2	502	965	-	1216	2437	-	-	-	-	-	-	-
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	7	7	172	26	7	545	190	-	-	733	-	-
Stage 1	32	62	-	274	331	-	-	-	-	-	-	-
Stage 2	520	331	-	192	61	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	6	172	20	6	545	190	-	-	733	-	-
Mov Cap-2 Maneuver	6	6	-	20	6	-	-	-	-	-	-	-
Stage 1	25	62	-	218	263	-	-	-	-	-	-	-
Stage 2	413	263	-	173	61	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	83.2	0	3.1	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	190	-	-	63	-	733	-	-
HCM Lane V/C Ratio	0.099	-	-	0.282	-	0.002	-	-
HCM Control Delay (s)	26	2.6	-	83.2	0	9.9	0	-
HCM Lane LOS	D	A	-	F	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	10
Future Vol, veh/h	980	17	0	1228	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-
HCM Control Delay (s)	12.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2669	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	1151	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	423	-	-	-	~ 21	339
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	423	-	-	-	~ 13	339
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	40.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	423	-	-	-	75	339
HCM Lane V/C Ratio	0.373	-	-	-	0.435	0.192
HCM Control Delay (s)	18.5	-	-	-	85.7	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.7	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱		↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1525
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	145
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	145
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	36.9
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	145
HCM Lane V/C Ratio	-	-	-	0.225
HCM Control Delay (s)	-	-	-	36.9
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	37	168	32	59
Demand Flow Rate, veh/h	37	171	32	60
Vehicles Circulating, veh/h	49	32	71	60
Vehicles Exiting, veh/h	71	71	15	143
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.8	3.0	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	37	171	32	60
Cap Entry Lane, veh/h	1313	1336	1283	1298
Entry HV Adj Factor	0.992	0.983	0.993	0.982
Flow Entry, veh/h	37	168	32	59
Cap Entry, veh/h	1301	1312	1275	1274
V/C Ratio	0.028	0.128	0.025	0.046
Control Delay, s/veh	3.0	3.8	3.0	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	4.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	116	751	23	198	1963
Future Vol, veh/h	12	116	751	23	198	1963
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	-	-	-	205	-
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	13	129	834	26	220	2181

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2378	430	0	0	860	0
Stage 1	847	-	-	-	-	-
Stage 2	1531	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	29	573	-	-	777	-
Stage 1	381	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	573	-	-	777	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	118	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	92.9	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	165	777	-
HCM Lane V/C Ratio	-	-	0.862	0.283	-
HCM Control Delay (s)	-	-	92.9	11.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	6	1.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1275	76	83	1012	3	68	10	54	4	0	4
Future Volume (veh/h)	0	1275	76	83	1012	3	68	10	54	4	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1417	84	92	1124	3	76	11	60	4	0	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1527	1294	133	1523	4	180	23	195	74	11	49
Arrive On Green	0.00	0.82	0.82	0.82	0.82	0.82	0.12	0.12	0.12	0.12	0.00	0.12
Sat Flow, veh/h	500	1870	1585	350	1864	5	1099	188	1585	307	93	400
Grp Volume(v), veh/h	0	1417	84	92	0	1127	87	0	60	8	0	0
Grp Sat Flow(s),veh/h/ln	500	1870	1585	350	0	1869	1287	0	1585	800	0	0
Q Serve(g_s), s	0.0	86.0	1.5	36.5	0.0	41.7	0.0	0.0	5.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	86.0	1.5	122.5	0.0	41.7	10.6	0.0	5.2	10.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.87		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	48	1527	1294	133	0	1527	204	0	195	135	0	0
V/C Ratio(X)	0.00	0.93	0.06	0.69	0.00	0.74	0.43	0.00	0.31	0.06	0.00	0.00
Avail Cap(c_a), veh/h	48	1527	1294	133	0	1527	204	0	195	135	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	10.4	2.7	58.1	0.0	6.3	62.2	0.0	59.9	58.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.2	0.0	14.1	0.0	1.9	6.4	0.0	4.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.1	0.4	4.0	0.0	12.4	3.5	0.0	2.3	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.6	2.7	72.2	0.0	8.3	68.7	0.0	63.9	59.0	0.0	0.0
LnGrp LOS	A	C	A	E	A	A	E	A	E	E	A	A
Approach Vol, veh/h		1501			1219			147			8	
Approach Delay, s/veh		19.6			13.1			66.7			59.0	
Approach LOS		B			B			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		127.0		23.0		127.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		122.5		18.5		122.5				
Max Q Clear Time (g_c+I1), s		12.6		88.0		12.7		124.5				
Green Ext Time (p_c), s		0.3		19.9		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1377	20	0	1160	7	0	0	0	3	0	3
Future Vol, veh/h	9	1377	20	0	1160	7	0	0	0	3	0	3
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	-	-	100	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1530	22	0	1289	8	0	0	0	3	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1297	0	0	-	-	0	-	-	1530	2854	2865	1293
Stage 1	-	-	-	-	-	-	-	-	-	1293	1293	-
Stage 2	-	-	-	-	-	-	-	-	-	1561	1572	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	534	-	-	0	-	-	0	0	144	11	17	199
Stage 1	-	-	-	0	-	-	0	0	-	200	233	-
Stage 2	-	-	-	0	-	-	0	0	-	140	171	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	534	-	-	-	-	-	-	-	144	10	15	199
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	10	15	-
Stage 1	-	-	-	-	-	-	-	-	-	172	233	-
Stage 2	-	-	-	-	-	-	-	-	-	121	147	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	274.8
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	534	-	-	-	-	19
HCM Lane V/C Ratio	-	0.019	-	-	-	-	0.351
HCM Control Delay (s)	0	11.9	0	-	-	-	274.8
HCM Lane LOS	A	B	A	-	-	-	F
HCM 95th %tile Q(veh)	-	0.1	-	-	-	-	1

Intersection	
Int Delay, s/veh	87.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	259	1253	20	21	952	51	9	0	45	24	1	174
Future Vol, veh/h	259	1253	20	21	952	51	9	0	45	24	1	174
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	360	-	-	75	-	-	150	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	288	1392	22	23	1058	57	10	0	50	27	1	193

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1115	0	0	1414	0	0	3209	3140	1403	3137	3123	1087
Stage 1	-	-	-	-	-	-	1979	1979	-	1133	1133	-
Stage 2	-	-	-	-	-	-	1230	1161	-	2004	1990	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	626	-	-	470	-	-	~ 6	11	170	~ 7	11	263
Stage 1	-	-	-	-	-	-	80	107	-	247	278	-
Stage 2	-	-	-	-	-	-	217	270	-	77	106	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	626	-	-	470	-	-	~ 1	6	170	~ 3	6	263
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	6	-	~ 3	6	-
Stage 1	-	-	-	-	-	-	43	58	-	133	264	-
Stage 2	-	-	-	-	-	-	54	257	-	29	57	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.6	0.3	$ 1718.3	$ 745.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2	SWLn3
Capacity (veh/h)	1	170	626	-	-	470	-	-	3	6	263
HCM Lane V/C Ratio	10	0.294	0.46	-	-	0.05	-	-	8.889	0.185	0.735
HCM Control Delay (s)	$ 10135.6	34.8	15.5	-	-	13.1	-	-	$ 5799.7	$ 710.8	49
HCM Lane LOS	F	D	C	-	-	B	-	-	F	F	E
HCM 95th %tile Q(veh)	2.6	1.2	2.4	-	-	0.2	-	-	5	0.4	5.2

Notes

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	4	1251	13	41	31	1041	5	0	0	86	2	0	9
Future Vol, veh/h	4	1251	13	41	31	1041	5	0	0	86	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	215	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	4	1390	14	45	34	1157	6	0	0	96	2	0	10

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1163	0	0	-	1404	0	0	-	-	1397	2681	2730	1160
Stage 1	-	-	-	-	-	-	-	-	-	-	1228	1318	-
Stage 2	-	-	-	-	-	-	-	-	-	-	1453	1412	-
Critical Hdwy	4.12	-	-	-	4.2	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	2.29	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	601	-	-	-	462	-	-	0	0	173	14	20	238
Stage 1	-	-	-	-	-	-	-	0	0	-	218	227	-
Stage 2	-	-	-	-	-	-	-	0	0	-	162	204	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	601	-	-	~	~	-	-	-	-	173	6	19	238
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	6	19	-
Stage 1	-	-	-	-	-	-	-	-	-	-	211	227	-
Stage 2	-	-	-	-	-	-	-	-	-	-	70	198	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0		48.9	191.1
HCM LOS			E	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	173	601	-	-	~	-	-	30
HCM Lane V/C Ratio	0.552	0.007	-	-	~	-	-	0.407
HCM Control Delay (s)	48.9	11	0	-	-	-	-	191.1
HCM Lane LOS	E	B	A	-	-	-	-	F
HCM 95th %tile Q(veh)	2.9	0	-	-	~	-	-	1.3

Notes

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	6	30	1342	1086	59	0	94
Future Vol, veh/h	6	30	1342	1086	59	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	33	1491	1207	66	0	104

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1272	1273	0	-	0	2066	637
Stage 1	-	-	-	-	-	1240	-
Stage 2	-	-	-	-	-	826	-
Critical Hdwy	6.44	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	222	541	-	-	-	47	420
Stage 1	-	-	-	-	-	236	-
Stage 2	-	-	-	-	-	390	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	400	400	-	-	-	42	420
Mov Cap-2 Maneuver	-	-	-	-	-	143	-
Stage 1	-	-	-	-	-	212	-
Stage 2	-	-	-	-	-	390	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	400	-	-	-	-	420
HCM Lane V/C Ratio	0.1	-	-	-	-	0.249
HCM Control Delay (s)	15	-	-	-	0	16.4
HCM Lane LOS	B	-	-	-	A	C
HCM 95th %tile Q(veh)	0.3	-	-	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	451	719	220	89	544	234	232	884	258	292	499	325
Future Volume (veh/h)	451	719	220	89	544	234	232	884	258	292	499	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	501	799	244	99	604	260	258	982	287	324	554	361
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	386	1049	320	209	1118	499	342	888	476	287	939	419
Arrive On Green	0.13	0.39	0.39	0.05	0.31	0.31	0.12	0.25	0.25	0.14	0.26	0.26
Sat Flow, veh/h	1781	2681	819	1767	3554	1585	1781	3554	1585	1767	3554	1585
Grp Volume(v), veh/h	501	529	514	99	604	260	258	982	287	324	554	361
Grp Sat Flow(s),veh/h/ln	1781	1777	1723	1767	1777	1585	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	19.1	38.7	38.8	5.7	21.1	20.2	16.0	37.5	23.2	20.3	20.4	32.6
Cycle Q Clear(g_c), s	19.1	38.7	38.8	5.7	21.1	20.2	16.0	37.5	23.2	20.3	20.4	32.6
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	386	695	674	209	1118	499	342	888	476	287	939	419
V/C Ratio(X)	1.30	0.76	0.76	0.47	0.54	0.52	0.75	1.11	0.60	1.13	0.59	0.86
Avail Cap(c_a), veh/h	386	695	674	257	1118	499	372	888	476	287	939	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	39.6	39.6	35.0	42.4	42.1	36.6	56.2	44.8	47.7	48.1	52.6
Incr Delay (d2), s/veh	151.4	5.1	5.3	1.7	1.9	3.9	7.8	63.3	2.3	92.2	2.7	20.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.7	17.4	16.9	2.5	9.4	8.3	7.6	24.2	9.3	16.1	9.2	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	188.1	44.7	44.8	36.7	44.3	46.0	44.4	119.6	47.1	140.0	50.8	72.8
LnGrp LOS	F	D	D	D	D	D	D	F	D	F	D	E
Approach Vol, veh/h		1544			963			1527			1239	
Approach Delay, s/veh		91.3			44.0			93.3			80.6	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	64.7	24.5	45.9	26.4	53.2	26.6	43.8
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 12	54.6	* 21	37.1	* 19	47.2	* 20	37.5
Max Q Clear Time (g_c+I1), s	7.7	40.8	18.0	34.6	21.1	23.1	22.3	39.5
Green Ext Time (p_c), s	0.1	6.2	0.2	1.4	0.0	5.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.7
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	36.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	1008	45	96	744	70	7	2	96	56	1	102
Future Vol, veh/h	129	1008	45	96	744	70	7	2	96	56	1	102
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	1120	50	107	827	78	8	2	107	62	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	905	0	0	1170	0	0	2059	2550	585	1927	2536	453
Stage 1	-	-	-	-	-	-	1431	1431	-	1080	1080	-
Stage 2	-	-	-	-	-	-	628	1119	-	847	1456	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	747	-	-	593	-	-	32	26	454	~ 40	27	554
Stage 1	-	-	-	-	-	-	141	198	-	233	293	-
Stage 2	-	-	-	-	-	-	437	280	-	323	193	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	747	-	-	593	-	-	18	17	454	~ 20	18	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	18	17	-	~ 20	18	-
Stage 1	-	-	-	-	-	-	114	160	-	188	240	-
Stage 2	-	-	-	-	-	-	284	230	-	197	156	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.3	44	$ 501.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	18	454	747	-	-	593	-	-	20	554
HCM Lane V/C Ratio	0.556	0.235	0.192	-	-	0.18	-	-	3.167	0.205
HCM Control Delay (s)	$ 349.9	15.3	11	-	-	12.4	-	-	$ 1375.5	13.2
HCM Lane LOS	F	C	B	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	1.5	0.9	0.7	-	-	0.7	-	-	8.3	0.8

Notes

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

Intersection	
Int Delay, s/veh	24.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1080	7	7	779	72	5	1	42	76	0	72
Future Vol, veh/h	96	1080	7	7	779	72	5	1	42	76	0	72
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	1200	8	8	866	80	6	1	47	84	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	1208	0	0	1867	2380	604	1737	2344	473
Stage 1	-	-	-	-	-	-	1418	1418	-	922	922	-
Stage 2	-	-	-	-	-	-	449	962	-	815	1422	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	721	-	-	573	-	-	45	34	441	~ 56	36	538
Stage 1	-	-	-	-	-	-	144	201	-	291	347	-
Stage 2	-	-	-	-	-	-	559	332	-	338	200	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	721	-	-	573	-	-	33	28	441	~ 42	30	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	28	-	~ 42	30	-
Stage 1	-	-	-	-	-	-	123	171	-	248	337	-
Stage 2	-	-	-	-	-	-	462	322	-	256	170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	35.6	$ 354.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	170	721	-	-	573	-	-	42	538
HCM Lane V/C Ratio	0.314	0.148	-	-	0.014	-	-	2.011	0.149
HCM Control Delay (s)	35.6	10.9	-	-	11.4	0.2	-	$ 677.6	12.9
HCM Lane LOS	E	B	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0	-	-	8.9	0.5

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1190	6	394	832	2	18	0	371	7	0	27
Future Volume (veh/h)	9	1190	6	394	832	2	18	0	371	7	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1322	7	438	924	2	20	0	412	8	0	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	1441	8	476	2160	5	418	0	376	97	27	277
Arrive On Green	0.01	0.40	0.40	0.21	0.59	0.59	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1781	3625	19	1781	3638	8	1410	0	1585	196	115	1168
Grp Volume(v), veh/h	10	648	681	438	451	475	20	0	412	38	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1869	1410	0	1585	1479	0	0
Q Serve(g_s), s	0.3	29.8	29.9	15.5	11.9	11.9	0.0	0.0	20.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	29.8	29.9	15.5	11.9	11.9	0.7	0.0	20.5	1.6	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00		1.00	0.21		0.79
Lane Grp Cap(c), veh/h	346	707	742	476	1055	1110	418	0	376	402	0	0
V/C Ratio(X)	0.03	0.92	0.92	0.92	0.43	0.43	0.05	0.00	1.09	0.09	0.00	0.00
Avail Cap(c_a), veh/h	437	731	768	528	1055	1110	418	0	376	402	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.1	24.6	24.6	23.6	9.5	9.5	25.4	0.0	32.9	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	16.2	15.6	20.4	0.3	0.3	0.0	0.0	74.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	14.3	14.9	10.8	3.8	4.0	0.3	0.0	15.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	40.8	40.2	44.0	9.8	9.8	25.4	0.0	107.1	25.8	0.0	0.0
LnGrp LOS	B	D	D	D	A	A	C	A	F	C	A	A
Approach Vol, veh/h		1339			1364			432			38	
Approach Delay, s/veh		40.3			20.8			103.3			25.8	
Approach LOS		D			C			F			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	22.5	38.8		25.0	5.6	55.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	20.5	35.5		20.5	5.5	50.5				
Max Q Clear Time (g_c+I1), s		22.5	17.5	31.9		3.6	2.3	13.9				
Green Ext Time (p_c), s		0.0	0.4	2.5		0.1	0.0	6.1				

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1578	16	0	1231	3	0	0	9	0	0	1
Future Vol, veh/h	0	1578	16	0	1231	3	0	0	9	0	0	1
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	-	-	Stop
Storage Length	315	-	-	275	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2	2	2	50	20	2	10
Mvmt Flow	0	1753	18	0	1368	3	0	0	10	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1371	0	0	1771	0	0	-	-	886	-	-	686
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.76	-	-	4.14	-	-	-	-	7.9	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	-	-	2.22	-	-	-	-	3.8	-	-	3.4
Pot Cap-1 Maneuver	362	-	-	348	-	-	0	0	209	0	0	372
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	362	-	-	348	-	-	-	-	209	-	-	372
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	23.1	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	209	362	-	-	348	-	-	372
HCM Lane V/C Ratio	0.048	-	-	-	-	-	-	0.003
HCM Control Delay (s)	23.1	0	-	-	0	-	-	14.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1527	17	0	1212	0	1
Future Vol, veh/h	1527	17	0	1212	0	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1697	19	0	1347	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1716	0	-	849
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	365	-	0	304
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	365	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	304	-	-	365	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	16.9	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1280	0	9	943	19	26	0	0	110	0	227
Future Volume (veh/h)	269	1280	0	9	943	19	26	0	0	110	0	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	1422	0	10	1048	21	28	0	0	122	0	252
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1881	839	197	1499	30	194	262	0	442	0	309
Arrive On Green	0.12	0.53	0.00	0.01	0.42	0.42	0.03	0.00	0.00	0.08	0.00	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3563	71	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	299	1422	0	10	523	546	28	0	0	122	0	252
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1858	1781	1870	0	1781	0	1585
Q Serve(g_s), s	6.7	24.2	0.0	0.2	18.6	18.6	1.0	0.0	0.0	4.3	0.0	11.7
Cycle Q Clear(g_c), s	6.7	24.2	0.0	0.2	18.6	18.6	1.0	0.0	0.0	4.3	0.0	11.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	1881	839	197	747	781	194	262	0	442	0	309
V/C Ratio(X)	0.74	0.76	0.00	0.05	0.70	0.70	0.14	0.00	0.00	0.28	0.00	0.82
Avail Cap(c_a), veh/h	639	3995	1782	418	1789	1871	315	425	0	709	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	14.2	0.0	14.1	18.3	18.3	27.3	0.0	0.0	23.5	0.0	29.6
Incr Delay (d2), s/veh	2.7	0.6	0.0	0.1	1.2	1.1	0.3	0.0	0.0	0.3	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.9	0.0	0.1	6.8	7.1	0.4	0.0	0.0	1.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	14.8	0.0	14.2	19.5	19.4	27.7	0.0	0.0	23.8	0.0	34.9
LnGrp LOS	B	B	A	B	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1721			1079			28			374	
Approach Delay, s/veh		15.2			19.4			27.7			31.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	15.3	5.5	45.2	6.8	19.5	13.8	36.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	17.5	10.5	86.5	7.5	27.5	19.5	77.5
Max Q Clear Time (g_c+I1), s	6.3	0.0	2.2	26.2	3.0	13.7	8.7	20.6
Green Ext Time (p_c), s	0.2	0.0	0.0	14.6	0.0	1.3	0.6	7.8

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1204	12	4	891	9	6
Future Vol, veh/h	1204	12	4	891	9	6
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1338	13	4	990	10	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1351	0	2343	1345
Stage 1	-	-	-	-	1345	-
Stage 2	-	-	-	-	998	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	509	-	40	185
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	509	-	39	185
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	29.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	161	-	-	509	-
HCM Lane V/C Ratio	0.104	-	-	0.009	-
HCM Control Delay (s)	29.9	-	-	12.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1142	39	6	851	2	59	0	11	17	2	25
Future Volume (veh/h)	51	1142	39	6	851	2	59	0	11	17	2	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	1269	43	7	946	2	66	0	12	19	2	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	70	1300	44	152	1520	3	192	4	27	98	22	115
Arrive On Green	0.81	0.81	0.81	0.81	0.81	0.81	0.12	0.00	0.12	0.12	0.12	0.12
Sat Flow, veh/h	54	1596	54	419	1866	4	1180	29	220	514	177	921
Grp Volume(v), veh/h	1369	0	0	7	0	948	78	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1704	0	0	419	0	1870	1429	0	0	1611	0	0
Q Serve(g_s), s	84.3	0.0	0.0	0.0	0.0	28.3	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	112.6	0.0	0.0	1.9	0.0	28.3	6.8	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.57
Lane Grp Cap(c), veh/h	1413	0	0	152	0	1523	223	0	0	235	0	0
V/C Ratio(X)	0.97	0.00	0.00	0.05	0.00	0.62	0.35	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	1432	0	0	157	0	1544	223	0	0	235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	2.7	0.0	5.2	59.6	0.0	0.0	58.5	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.0	0.1	0.0	0.8	4.3	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.3	0.0	0.0	0.0	0.0	8.2	3.0	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	0.0	2.9	0.0	5.9	63.9	0.0	0.0	60.5	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1369			955			78			49	
Approach Delay, s/veh		29.5			5.9			63.9			60.5	
Approach LOS		C			A			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		125.3		23.0		125.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		122.5		18.5		122.5				
Max Q Clear Time (g_c+I1), s		8.8		114.6		5.8		30.3				
Green Ext Time (p_c), s		0.2		6.3		0.1		9.0				

Intersection Summary												
HCM 6th Ctrl Delay			22.0									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	127.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	63	19	2	56	56	1796	7	27	1249	33
Future Vol, veh/h	40	1	63	19	2	56	56	1796	7	27	1249	33
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	44	1	70	21	2	62	62	1996	8	30	1388	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2571	3576	694	2879	3609	1002	1425	0	0	2004	0	0
Stage 1	1448	1448	-	2124	2124	-	-	-	-	-	-	-
Stage 2	1123	2128	-	755	1485	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 13	5	385	~ 7	5	241	458	-	-	282	-	-
Stage 1	136	195	-	51	89	-	-	-	-	-	-	-
Stage 2	217	89	-	367	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	385	~ 4	4	241	458	-	-	282	-	-
Mov Cap-2 Maneuver	~ 5	4	-	~ 4	4	-	-	-	-	-	-	-
Stage 1	118	174	-	44	77	-	-	-	-	-	-	-
Stage 2	135	77	-	267	167	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	$ 2003.4	$ 2836.8	0.4	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	458	-	-	5	385	14	282	-	-
HCM Lane V/C Ratio	0.136	-	-	9.111	0.182	6.111	0.106	-	-
HCM Control Delay (s)	14.1	-	-	$ 5056.5	16.4	$ 2836.8	19.3	-	-
HCM Lane LOS	B	-	-	F	C	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	7.4	0.7	11.7	0.4	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	30	30	8	384	30	0	61	1537	363	1	927	5
Future Volume (veh/h)	30	30	8	384	30	0	61	1537	363	1	927	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	33	9	427	33	0	66	1708	403	1	1030	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	79	22	470	494	0	256	1708	762	106	1743	8
Arrive On Green	0.06	0.06	0.06	0.26	0.26	0.00	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1781	1415	386	1781	1870	0	545	3554	1585	193	3626	18
Grp Volume(v), veh/h	33	0	42	427	33	0	66	1708	403	1	505	530
Grp Sat Flow(s),veh/h/ln	1781	0	1801	1781	1870	0	545	1777	1585	193	1777	1867
Q Serve(g_s), s	1.2	0.0	1.5	15.7	0.9	0.0	6.8	32.5	12.0	0.0	13.9	13.9
Cycle Q Clear(g_c), s	1.2	0.0	1.5	15.7	0.9	0.0	20.7	32.5	12.0	32.5	13.9	13.9
Prop In Lane	1.00		0.21	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	100	0	101	470	494	0	256	1708	762	106	854	897
V/C Ratio(X)	0.33	0.00	0.42	0.91	0.07	0.00	0.26	1.00	0.53	0.01	0.59	0.59
Avail Cap(c_a), veh/h	474	0	479	487	512	0	256	1708	762	106	854	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	30.9	24.1	18.6	0.0	20.3	17.6	12.2	33.8	12.7	12.7
Incr Delay (d2), s/veh	1.9	0.0	2.7	20.4	0.1	0.0	0.5	21.8	0.7	0.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	8.8	0.4	0.0	0.8	15.4	3.5	0.0	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	0.0	33.6	44.5	18.7	0.0	20.8	39.4	12.9	33.8	13.8	13.8
LnGrp LOS	C	A	C	D	B	A	C	F	B	C	B	B
Approach Vol, veh/h		75			460			2177			1036	
Approach Delay, s/veh		33.2			42.7			33.9			13.8	
Approach LOS		C			D			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		8.3		37.0		22.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		34.5		3.5		34.5		17.7				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	88	0	63	9	1351	115	107	829	6
Future Vol, veh/h	0	0	6	88	0	63	9	1351	115	107	829	6
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	0	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	98	0	70	10	1501	128	119	921	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1934	2812	464	2284	2751	815	928	0	0	1629	0	0
Stage 1	1163	1163	-	1585	1585	-	-	-	-	-	-	-
Stage 2	771	1649	-	699	1166	-	-	-	-	-	-	-
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	40	18	545	~ 21	19	321	733	-	-	395	-	-
Stage 1	207	267	-	113	167	-	-	-	-	-	-	-
Stage 2	359	155	-	397	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	12	545	~ 16	13	321	733	-	-	395	-	-
Mov Cap-2 Maneuver	119	32	-	~ 97	112	-	-	-	-	-	-	-
Stage 1	204	187	-	111	165	-	-	-	-	-	-	-
Stage 2	277	153	-	274	186	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	11.7	109.3	0.1	2
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	733	-	-	-	-	545	97	321	395	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-	0.012	1.008	0.218	0.301	-	-
HCM Control Delay (s)	10	-	-	0	0	11.7	173.7	19.3	18	-	-
HCM Lane LOS	A	-	-	A	A	B	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	6.1	0.8	1.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	24.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1837	29	105	1405
Future Vol, veh/h	16	253	1837	29	105	1405
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	2041	32	117	1561

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3072	1037	0	0	2073	0
Stage 1	2057	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 9	~ 228	-	-	265	-
Stage 1	84	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	~ 228	-	-	265	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	84	-	-	-	-	-
Stage 2	174	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 322.5	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	191	265	-
HCM Lane V/C Ratio	-	-	1.565	0.44	-
HCM Control Delay (s)	-	-	$ 322.5	28.9	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	19.3	2.1	-

Notes

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	9	1459	0	0	1085	6
Future Vol, veh/h	1	0	1	0	0	0	9	1459	0	0	1085	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	10	1621	0	0	1206	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2041	2851	607	2244	2854	811	1213	0	0	1621	0	0
Stage 1	1210	1210	-	1641	1641	-	-	-	-	-	-	-
Stage 2	831	1641	-	603	1213	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	33	17	418	23	17	322	571	-	-	398	-	-
Stage 1	194	254	-	104	156	-	-	-	-	-	-	-
Stage 2	330	156	-	453	253	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	14	418	20	14	322	571	-	-	398	-	-
Mov Cap-2 Maneuver	29	14	-	20	14	-	-	-	-	-	-	-
Stage 1	160	254	-	86	129	-	-	-	-	-	-	-
Stage 2	272	129	-	452	253	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	74.5	0	1.1	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	571	-	-	54	-	398	-	-
HCM Lane V/C Ratio	0.018	-	-	0.041	-	-	-	-
HCM Control Delay (s)	11.4	1	-	74.5	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1679
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	117
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	117
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	37.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	117	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-
HCM Control Delay (s)	37.9	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2818	1023
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	1795	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	629	-	-	-	~ 20	286
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	146	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	629	-	-	-	~ 14	286
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	146	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	43
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	629	-	-	-	90	286
HCM Lane V/C Ratio	0.28	-	-	-	0.519	0.327
HCM Control Delay (s)	12.9	-	-	-	81.9	23.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	1.1	-	-	-	2.3	1.4

Notes

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

Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	61	65	25	59
Demand Flow Rate, veh/h	62	66	25	60
Vehicles Circulating, veh/h	63	36	88	40
Vehicles Exiting, veh/h	37	77	37	62
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.2	3.0	3.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	62	66	25	60
Cap Entry Lane, veh/h	1294	1330	1261	1325
Entry HV Adj Factor	0.989	0.980	0.994	0.979
Flow Entry, veh/h	61	65	25	59
Cap Entry, veh/h	1280	1304	1253	1297
V/C Ratio	0.048	0.050	0.020	0.045
Control Delay, s/veh	3.2	3.2	3.0	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱		↱
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1064
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	271
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	271
HCM Lane V/C Ratio	-	-	-	0.172
HCM Control Delay (s)	-	-	-	21
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	25.2

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	24	212	1262	27	77	1009
Future Vol, veh/h	24	212	1262	27	77	1009
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	-	-	-	205	-
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	9	2	2
Mvmt Flow	27	236	1402	30	86	1121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2150	716	0	0	1432	0
Stage 1	1417	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	41	373	-	-	470	-
Stage 1	190	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	33	373	-	-	470	-
Mov Cap-2 Maneuver	33	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	356	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	274.5	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	182	470	-
HCM Lane V/C Ratio	-	-	1.441	0.182	-
HCM Control Delay (s)	-	-	274.5	14.4	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	16.1	0.7	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	781	46	63	1371	2	85	0	57	0	0	1
Future Volume (veh/h)	1	781	46	63	1371	2	85	0	57	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	868	51	70	1523	2	94	0	63	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	1692	99	317	1806	2	621	0	561	0	0	561
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.00	0.35	0.00	0.00	0.35
Sat Flow, veh/h	342	3411	200	608	3642	5	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	1	452	467	70	743	782	94	0	63	0	0	1
Grp Sat Flow(s),veh/h/ln	342	1777	1834	608	1777	1869	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.2	10.3	10.3	5.3	21.7	21.7	2.8	0.0	1.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	21.9	10.3	10.3	15.6	21.7	21.7	2.8	0.0	1.6	0.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	166	881	910	317	881	927	621	0	561	0	0	561
V/C Ratio(X)	0.01	0.51	0.51	0.22	0.84	0.84	0.15	0.00	0.11	0.00	0.00	0.00
Avail Cap(c_a), veh/h	181	962	994	345	962	1013	621	0	561	0	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	10.2	10.2	15.5	13.1	13.1	13.4	0.0	13.0	0.0	0.0	12.5
Incr Delay (d2), s/veh	0.0	0.5	0.4	0.3	6.5	6.2	0.5	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	3.1	0.6	7.8	8.1	0.9	0.0	0.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	10.7	10.7	15.8	19.6	19.3	13.9	0.0	13.4	0.0	0.0	12.5
LnGrp LOS	C	B	B	B	B	B	B	A	B	A	A	B
Approach Vol, veh/h		920			1595			157			1	
Approach Delay, s/veh		10.7			19.2			13.7			12.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.7		34.3		25.7		34.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		4.8		23.9		2.0		23.7				
Green Ext Time (p_c), s		0.5		3.4		0.0		6.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	755	65	0	1475	0	0	0	4	0	0	1
Future Vol, veh/h	0	755	65	0	1475	0	0	0	4	0	0	1
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	-	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	839	72	0	1639	0	0	0	4	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	420	-	-	820
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	582	0	0	318
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	582	-	-	318
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.2	16.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	582	-	-	-	-	318
HCM Lane V/C Ratio	0.008	-	-	-	-	0.003
HCM Control Delay (s)	11.2	-	-	-	-	16.4
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	22.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	147	734	12	25	1339	20	3	1	23	19	1	332
Future Vol, veh/h	147	734	12	25	1339	20	3	1	23	19	1	332
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	360	-	150	75	-	150	150	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	163	816	13	28	1488	22	3	1	26	21	1	369

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1510	0	0	829	0	0	1943	2708	408	2279	2699	744
Stage 1	-	-	-	-	-	-	1142	1142	-	1544	1544	-
Stage 2	-	-	-	-	-	-	801	1566	-	735	1155	-
Critical Hdwy	4.14	-	-	4.22	-	-	7.54	6.54	6.96	7.54	6.54	6.94
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	2.22	-	-	2.26	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	439	-	-	773	-	-	39	21	590	22	21	~ 357
Stage 1	-	-	-	-	-	-	213	273	-	120	175	-
Stage 2	-	-	-	-	-	-	344	170	-	377	269	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	439	-	-	773	-	-	-	13	590	~ 14	13	~ 357
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	13	-	~ 14	13	-
Stage 1	-	-	-	-	-	-	134	172	-	75	169	-
Stage 2	-	-	-	-	-	-	-	164	-	225	169	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	3	0.2		158.2
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	-	207	439	-	-	773	-	-	14	331
HCM Lane V/C Ratio	-	0.129	0.372	-	-	0.036	-	-	1.508	1.118
HCM Control Delay (s)	-	24.9	18	-	-	9.8	-	-	$ 809.5	121
HCM Lane LOS	-	C	C	-	-	A	-	-	F	F
HCM 95th %tile Q(veh)	-	0.4	1.7	-	-	0.1	-	-	3.3	14.5

Notes

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	5	655	8	13	57	1355	10	0	0	106	0	1	4
Future Vol, veh/h	5	655	8	13	57	1355	10	0	0	106	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	175	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	6	728	9	14	63	1506	11	0	0	118	0	1	4

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1517	0	0	737	737	0	0	-	-	369	2042	2415	759
Stage 1	-	-	-	-	-	-	-	-	-	-	1666	1666	-
Stage 2	-	-	-	-	-	-	-	-	-	-	376	749	-
Critical Hdwy	4.14	-	-	6.44	4.3	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.52	2.3	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	436	-	-	489	814	-	-	0	0	628	33	32	349
Stage 1	-	-	-	-	-	-	-	0	0	-	100	152	-
Stage 2	-	-	-	-	-	-	-	0	0	-	617	417	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	436	-	-	688	688	-	-	-	-	628	24	28	349
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	24	28	-
Stage 1	-	-	-	-	-	-	-	-	-	-	99	135	-
Stage 2	-	-	-	-	-	-	-	-	-	-	494	411	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0.5	12.1	40.3
HCM LOS			B	E

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	628	436	-	-	688	-	-	59	349
HCM Lane V/C Ratio	0.188	0.013	-	-	0.113	-	-	0.044	0.008
HCM Control Delay (s)	12.1	13.4	-	-	10.9	-	-	68.8	15.4
HCM Lane LOS	B	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.4	-	-	0.1	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	11	44	705	1436	58	0	44
Future Vol, veh/h	11	44	705	1436	58	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	12	49	783	1596	64	0	49

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1660	1660	0	-	0	-	830
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	124	384	-	-	-	0	313
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	255	255	-	-	-	-	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	255	-	-	-	313
HCM Lane V/C Ratio	0.239	-	-	-	0.156
HCM Control Delay (s)	23.5	-	-	-	18.6
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.9	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Future Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	409	160	236	761	152	90	529	166	256	1364	628
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	623	241	328	912	407	151	1197	701	415	1491	632
Arrive On Green	0.10	0.25	0.25	0.11	0.26	0.26	0.05	0.34	0.34	0.11	0.40	0.40
Sat Flow, veh/h	1781	2504	969	1781	3554	1585	1781	3554	1585	1781	3741	1585
Grp Volume(v), veh/h	207	289	280	236	761	152	90	529	166	256	1364	628
Grp Sat Flow(s),veh/h/ln	1781	1777	1696	1781	1777	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	11.1	18.9	19.3	12.8	26.3	10.2	4.3	15.0	8.5	11.7	44.8	51.2
Cycle Q Clear(g_c), s	11.1	18.9	19.3	12.8	26.3	10.2	4.3	15.0	8.5	11.7	44.8	51.2
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	442	422	328	912	407	151	1197	701	415	1491	632
V/C Ratio(X)	0.79	0.65	0.66	0.72	0.83	0.37	0.59	0.44	0.24	0.62	0.91	0.99
Avail Cap(c_a), veh/h	263	548	523	328	1123	501	324	1351	770	511	1491	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	43.7	43.8	33.1	45.6	39.6	32.8	33.5	22.5	23.7	36.9	38.9
Incr Delay (d2), s/veh	14.6	2.3	2.6	7.4	4.9	0.7	3.7	0.3	0.2	1.5	9.2	34.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	8.4	8.2	6.0	11.9	4.0	1.9	6.4	3.1	4.9	21.3	24.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	46.0	46.4	40.6	50.5	40.3	36.5	33.8	22.7	25.2	46.1	73.1
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	D	E
Approach Vol, veh/h		776			1149			785			2248	
Approach Delay, s/veh		47.1			47.1			31.8			51.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	38.3	12.4	58.0	20.0	39.3	20.4	50.0
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 14	40.0	* 19	51.7	* 13	41.0	* 21	49.3
Max Q Clear Time (g_c+I1), s	14.8	21.3	6.3	53.2	13.1	28.3	13.7	17.0
Green Ext Time (p_c), s	0.0	3.6	0.1	0.0	0.0	5.0	0.4	5.0

Intersection Summary	
HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
Future Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	596	18	91	961	79	0	6	14	57	1	188

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1040	0	0	614	0	0	1548	2107	307	1764	2077	520
Stage 1	-	-	-	-	-	-	885	885	-	1183	1183	-
Stage 2	-	-	-	-	-	-	663	1222	-	581	894	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	664	-	-	961	-	-	78	51	689	~ 53	53	501
Stage 1	-	-	-	-	-	-	306	361	-	201	261	-
Stage 2	-	-	-	-	-	-	417	250	-	467	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	664	-	-	961	-	-	37	36	689	~ 36	38	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	36	-	~ 36	38	-
Stage 1	-	-	-	-	-	-	241	285	-	159	236	-
Stage 2	-	-	-	-	-	-	235	226	-	354	282	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	41.4	140.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	36	689	664	-	-	961	-	-	36	501
HCM Lane V/C Ratio	0.154	0.021	0.211	-	-	0.095	-	-	1.605	0.375
HCM Control Delay (s)	122.4	10.3	11.9	-	-	9.1	-	-	$ 542.4	16.4
HCM Lane LOS	F	B	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.5	0.1	0.8	-	-	0.3	-	-	6.2	1.7

Notes

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

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
Future Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	654	6	3	1144	53	2	0	19	81	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1197	0	0	660	0	0	1301	1926	330	1570	1903	599
Stage 1	-	-	-	-	-	-	723	723	-	1177	1177	-
Stage 2	-	-	-	-	-	-	578	1203	-	393	726	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	579	-	-	924	-	-	118	66	666	~ 75	68	445
Stage 1	-	-	-	-	-	-	384	429	-	203	263	-
Stage 2	-	-	-	-	-	-	468	256	-	603	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	579	-	-	924	-	-	104	62	666	~ 69	64	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	62	-	~ 69	64	-
Stage 1	-	-	-	-	-	-	362	405	-	191	260	-
Stage 2	-	-	-	-	-	-	431	253	-	553	404	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	13.9	197.1
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	425	579	-	-	924	-	-	69	445
HCM Lane V/C Ratio	0.05	0.058	-	-	0.004	-	-	1.176	0.07
HCM Control Delay (s)	13.9	11.6	-	-	8.9	0	-	267.4	13.7
HCM Lane LOS	B	B	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	6.3	0.2

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	543	9	418	953	75	7	0	259	16	0	148
Future Volume (veh/h)	147	543	9	418	953	75	7	0	259	16	0	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	603	10	464	1059	83	8	0	288	18	0	164
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	1037	17	596	1395	109	469	0	479	79	26	427
Arrive On Green	0.08	0.29	0.29	0.21	0.42	0.42	0.30	0.00	0.30	0.30	0.00	0.30
Sat Flow, veh/h	1781	3577	59	1781	3339	262	1202	0	1585	68	87	1413
Grp Volume(v), veh/h	163	299	314	464	563	579	8	0	288	182	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1781	1777	1823	1202	0	1585	1568	0	0
Q Serve(g_s), s	4.3	9.8	9.8	11.3	18.3	18.4	0.0	0.0	10.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	9.8	9.8	11.3	18.3	18.4	0.3	0.0	10.5	6.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.14	1.00		1.00	0.10		0.90
Lane Grp Cap(c), veh/h	323	515	539	596	742	762	469	0	479	532	0	0
V/C Ratio(X)	0.50	0.58	0.58	0.78	0.76	0.76	0.02	0.00	0.60	0.34	0.00	0.00
Avail Cap(c_a), veh/h	323	930	973	762	1322	1357	469	0	479	532	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	20.6	20.6	12.4	16.8	16.8	16.6	0.0	20.2	18.6	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.0	1.0	3.9	1.6	1.6	0.1	0.0	5.5	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.7	3.8	4.0	6.4	6.6	0.1	0.0	4.1	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	21.6	21.6	16.3	18.5	18.4	16.7	0.0	25.7	20.4	0.0	0.0
LnGrp LOS	B	C	C	B	B	B	B	A	C	C	A	A
Approach Vol, veh/h		776			1606			296			182	
Approach Delay, s/veh		20.6			17.8			25.5			20.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	18.7	24.2		25.0	10.0	32.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	20.5	35.5		20.5	5.5	50.5				
Max Q Clear Time (g_c+I1), s		12.5	13.3	11.8		8.0	6.3	20.4				
Green Ext Time (p_c), s		0.6	0.9	3.4		0.8	0.0	8.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	803	7	0	1340	3	0	0	0	0	0	0
Future Vol, veh/h	0	803	7	0	1340	3	0	0	0	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	-	-	Stop
Storage Length	-	-	-	275	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	90	90	92	90	92	90	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	50	2	2	2
Mvmt Flow	0	892	8	0	1489	3	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	900	0	0	-	-	450	-	-	746
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	7.9	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	-	3.8	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	751	-	-	0	0	443	0	0	356
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-	-					
Mov Cap-1 Maneuver	-	-	-	751	-	-	-	-	443	-	-	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	751	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	0
HCM Lane LOS	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	783	6	0	1447	0	1
Future Vol, veh/h	783	6	0	1447	0	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	870	7	0	1608	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	435
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	569
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	569
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	569	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Future Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
Arrive On Green	0.02	0.59	0.00	0.02	0.59	0.00	0.05	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Cycle Q Clear(g_c), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
V/C Ratio(X)	0.06	0.41	0.00	0.03	0.73	0.00	0.22	0.00	0.00	0.05	0.00	0.52
Avail Cap(c_a), veh/h	643	4667	2082	604	4187	0	332	519	0	670	0	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	7.4	0.0	5.8	9.8	0.0	28.2	0.0	0.0	25.9	0.0	29.7
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.1	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	0.0	0.1	5.6	0.0	0.8	0.0	0.0	0.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	7.5	0.0	5.8	10.3	0.0	28.6	0.0	0.0	25.9	0.0	33.2
LnGrp LOS	A	A	A	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		870			1553			54			76	
Approach Delay, s/veh		7.6			10.3			28.6			31.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	7.7	5.7	43.8	7.7	9.5	5.6	43.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	18.5	7.5	87.5	6.5	30.5	16.5	78.5
Max Q Clear Time (g_c+I1), s	2.5	0.0	2.2	10.7	3.9	4.5	2.2	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	6.6	0.0	0.3	0.0	16.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	746	7	6	1339	16	2
Future Vol, veh/h	746	7	6	1339	16	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	829	8	7	1488	18	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	837	0	2335	833
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	1502	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	797	-	40	369
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	203	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	38	369
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	193	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	-	-	797	-
HCM Lane V/C Ratio	0.137	-	-	0.008	-
HCM Control Delay (s)	33.5	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Future Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	672	137	66	1326	0	177	4	52	19	2	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	40	787	157	133	1463	0	214	4	50	95	25	176
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	18	1006	200	674	1870	0	1100	25	323	398	160	1143
Grp Volume(v), veh/h	837	0	0	66	1326	0	233	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1224	0	0	674	1870	0	1448	0	0	1701	0	0
Q Serve(g_s), s	33.9	0.0	0.0	0.0	74.3	0.0	16.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	108.2	0.0	0.0	63.5	74.3	0.0	21.5	0.0	0.0	4.7	0.0	0.0
Prop In Lane	0.03		0.16	1.00		0.00	0.76		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
V/C Ratio(X)	0.85	0.00	0.00	0.49	0.91	0.00	0.87	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.2	11.4	0.0	59.5	0.0	0.0	52.2	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	2.8	8.5	0.0	29.9	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	0.0	1.1	25.8	0.0	10.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	13.1	19.9	0.0	89.4	0.0	0.0	53.8	0.0	0.0
LnGrp LOS	C	A	A	B	B	A	F	A	A	D	A	A
Approach Vol, veh/h		837			1392			233			64	
Approach Delay, s/veh		20.9			19.6			89.4			53.8	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	26.0	114.0	26.0	114.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	109.5	21.5	109.5
Max Q Clear Time (g_c+I1), s	23.5	110.2	6.7	76.3
Green Ext Time (p_c), s	0.0	0.0	0.2	17.2

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	27.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
Future Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	62	4	0	8	92	1256	26	39	2003	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2893	3547	1002	2533	3588	641	2057	0	0	1282	0	0
Stage 1	2081	2081	-	1453	1453	-	-	-	-	-	-	-
Stage 2	812	1466	-	1080	2135	-	-	-	-	-	-	-
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	~ 7	6	241	14	5	417	269	-	-	537	-	-
Stage 1	55	94	-	137	194	-	-	-	-	-	-	-
Stage 2	339	191	-	233	88	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	241	6	3	417	269	-	-	537	-	-
Mov Cap-2 Maneuver	~ 5	4	-	6	3	-	-	-	-	-	-	-
Stage 1	36	87	-	90	128	-	-	-	-	-	-	-
Stage 2	219	126	-	158	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1018.6	$ 460	1.7	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	269	-	-	5	241	16	537	-	-
HCM Lane V/C Ratio	0.343	-	-	5.333	0.258	0.764	0.072	-	-
HCM Control Delay (s)	25.2	-	$	3336.7	25.1	$ 460	12.2	-	-
HCM Lane LOS	D	-	-	F	D	F	B	-	-
HCM 95th %tile Q(veh)	1.5	-	-	4.8	1	1.9	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	30	30	372	30	1	115	816	260	0	1520	10
Future Volume (veh/h)	5	30	30	372	30	1	115	816	260	0	1520	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	33	33	413	33	1	125	907	289	0	1689	11
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	47	47	459	466	14	118	1726	770	108	1758	11
Arrive On Green	0.05	0.05	0.05	0.26	0.26	0.26	0.49	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1781	858	858	1781	1806	55	288	3554	1585	468	3619	24
Grp Volume(v), veh/h	5	0	66	413	0	34	125	907	289	0	829	871
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1781	0	1861	288	1777	1585	468	1777	1866
Q Serve(g_s), s	0.2	0.0	2.5	15.0	0.0	0.9	2.3	11.8	7.7	0.0	30.1	30.2
Cycle Q Clear(g_c), s	0.2	0.0	2.5	15.0	0.0	0.9	32.5	11.8	7.7	0.0	30.1	30.2
Prop In Lane	1.00		0.50	1.00		0.03	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	98	0	94	459	0	480	118	1726	770	108	863	906
V/C Ratio(X)	0.05	0.00	0.70	0.90	0.00	0.07	1.06	0.53	0.38	0.00	0.96	0.96
Avail Cap(c_a), veh/h	479	0	462	492	0	514	118	1726	770	108	863	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	31.1	24.0	0.0	18.8	33.4	11.9	10.8	0.0	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.0	9.2	18.5	0.0	0.1	100.6	0.3	0.3	0.0	21.5	21.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	8.2	0.0	0.4	5.1	3.7	2.2	0.0	14.5	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	40.2	42.5	0.0	18.8	134.0	12.2	11.1	0.0	38.1	37.7
LnGrp LOS	C	A	D	D	A	B	F	B	B	A	D	D
Approach Vol, veh/h		71			447			1321			1700	
Approach Delay, s/veh		39.5			40.7			23.5			37.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		8.2		37.0		21.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		34.5		4.5		32.2		17.0				
Green Ext Time (p_c), s		0.0		0.2		0.3		0.3				

Intersection Summary			
HCM 6th Ctrl Delay			32.9
HCM 6th LOS			C

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	0	22	141	1	23	41	741	28	28	1366	66
Future Vol, veh/h	4	0	22	141	1	23	41	741	28	28	1366	66
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	24	157	1	26	46	823	31	31	1518	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2121	2563	796	1752	2584	427	1591	0	0	854	0	0
Stage 1	1617	1617	-	931	931	-	-	-	-	-	-	-
Stage 2	504	946	-	821	1653	-	-	-	-	-	-	-
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	29	26	330	~ 54	25	576	408	-	-	781	-	-
Stage 1	108	161	-	287	344	-	-	-	-	-	-	-
Stage 2	518	338	-	335	154	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	22	330	~ 44	21	576	408	-	-	781	-	-
Mov Cap-2 Maneuver	89	127	-	174	92	-	-	-	-	-	-	-
Stage 1	96	155	-	255	305	-	-	-	-	-	-	-
Stage 2	438	300	-	298	148	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	21.5	88.1	0.8	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	408	-	-	89	330	173	576	781	-	-
HCM Lane V/C Ratio	0.112	-	-	0.05	0.074	0.912	0.044	0.04	-	-
HCM Control Delay (s)	14.9	-	-	47.6	16.8	100.5	11.5	9.8	-	-
HCM Lane LOS	B	-	-	E	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	0.2	6.8	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

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	1	1	15	0	0	0	17	790	0	1	1912	7
Future Vol, veh/h	1	1	15	0	0	0	17	790	0	1	1912	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	17	0	0	0	19	878	0	1	2124	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2607	3046	1066	1981	3050	439	2132	0	0	878	0	0
Stage 1	2130	2130	-	916	916	-	-	-	-	-	-	-
Stage 2	477	916	-	1065	2134	-	-	-	-	-	-	-
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	12	12	218	37	12	566	251	-	-	765	-	-
Stage 1	51	89	-	293	349	-	-	-	-	-	-	-
Stage 2	538	349	-	238	88	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	10	218	28	10	566	251	-	-	765	-	-
Mov Cap-2 Maneuver	11	10	-	28	10	-	-	-	-	-	-	-
Stage 1	43	89	-	250	297	-	-	-	-	-	-	-
Stage 2	458	297	-	217	88	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	81.7	0	1.9	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	251	-	-	65	-	765	-	-
HCM Lane V/C Ratio	0.075	-	-	0.291	-	0.001	-	-
HCM Control Delay (s)	20.5	1.5	-	81.7	0	9.7	0	-
HCM Lane LOS	C	A	-	F	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	7
Future Vol, veh/h	980	17	0	1228	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Control Delay (s)	12.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	30	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2282	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	421	-	-	-	33	339
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	421	-	-	-	~ 21	339
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	421	-	-	-	82	339
HCM Lane V/C Ratio	0.374	-	-	-	0.398	0.192
HCM Control Delay (s)	18.6	-	-	-	75.3	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1525
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	144
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	144
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	144
HCM Lane V/C Ratio	-	-	-	0.226
HCM Control Delay (s)	-	-	-	37.2
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	37	168	32	59
Demand Flow Rate, veh/h	37	171	32	60
Vehicles Circulating, veh/h	49	32	71	60
Vehicles Exiting, veh/h	71	71	15	143
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.8	3.0	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	37	171	32	60
Cap Entry Lane, veh/h	1313	1336	1283	1298
Entry HV Adj Factor	0.992	0.983	0.993	0.982
Flow Entry, veh/h	37	168	32	59
Cap Entry, veh/h	1301	1312	1275	1274
V/C Ratio	0.028	0.128	0.025	0.046
Control Delay, s/veh	3.0	3.8	3.0	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	116	707	23	198	1691
Future Vol, veh/h	12	116	707	23	198	1691
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	-	-	-	205	-
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	13	129	786	26	220	1879

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2179	406	0	0	812	0
Stage 1	799	-	-	-	-	-
Stage 2	1380	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	39	594	-	-	810	-
Stage 1	403	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	28	594	-	-	810	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	145	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	54.8	0	1.2
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	205	810	-
HCM Lane V/C Ratio	-	-	0.694	0.272	-
HCM Control Delay (s)	-	-	54.8	11.1	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	4.4	1.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1275	134	83	1012	3	68	10	54	4	0	4
Future Volume (veh/h)	0	1275	134	83	1012	3	68	10	54	4	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1417	149	92	1124	3	76	11	60	4	0	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	2048	214	161	2294	6	431	59	490	225	11	200
Arrive On Green	0.00	0.63	0.63	0.63	0.63	0.63	0.31	0.31	0.31	0.31	0.00	0.31
Sat Flow, veh/h	500	3247	339	328	3636	10	1247	192	1585	611	37	648
Grp Volume(v), veh/h	0	771	795	92	549	578	87	0	60	8	0	0
Grp Sat Flow(s),veh/h/ln	500	1777	1809	328	1777	1869	1439	0	1585	1295	0	0
Q Serve(g_s), s	0.0	42.5	43.4	38.4	24.8	24.8	0.0	0.0	4.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.5	43.4	81.6	24.8	24.8	7.2	0.0	4.1	7.2	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.01	0.87		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	48	1121	1141	161	1121	1179	490	0	490	436	0	0
V/C Ratio(X)	0.00	0.69	0.70	0.57	0.49	0.49	0.18	0.00	0.12	0.02	0.00	0.00
Avail Cap(c_a), veh/h	141	1451	1478	222	1451	1526	490	0	490	436	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	18.1	18.2	45.0	14.8	14.8	38.2	0.0	37.2	36.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.0	3.2	0.3	0.3	0.8	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.4	17.0	3.2	9.5	10.0	2.5	0.0	1.7	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.0	19.2	48.2	15.1	15.1	39.0	0.0	37.7	36.1	0.0	0.0
LnGrp LOS	A	B	B	D	B	B	D	A	D	D	A	A
Approach Vol, veh/h		1566			1219			147			8	
Approach Delay, s/veh		19.1			17.6			38.5			36.1	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	50.8	99.2	50.8	99.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s	9.2	45.4	9.2	83.6
Green Ext Time (p_c), s	0.4	16.4	0.0	11.2

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1377	20	0	1160	7	0	0	0	0	0	3
Future Vol, veh/h	0	1377	20	0	1160	7	0	0	0	0	0	3
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	-	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1530	22	0	1289	8	0	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	765	-	-	649
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	346	0	0	412
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	346	-	-	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	13.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	412
HCM Lane V/C Ratio	-	-	-	-	-	0.008
HCM Control Delay (s)	0	-	-	-	-	13.8
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	-	0

HCM 6th Edition cannot analyze u-turn movements.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	1046	13	31	937	5	0	0	80	2	0	9
Future Vol, veh/h	4	1046	13	31	937	5	0	0	80	2	0	9
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	75	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1162	14	34	1041	6	0	0	89	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1047	0	0	1176	0	0	-	-	588	1701	2296	524
Stage 1	-	-	-	-	-	-	-	-	-	1112	1112	-
Stage 2	-	-	-	-	-	-	-	-	-	589	1184	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	660	-	-	590	-	-	0	0	452	60	38	498
Stage 1	-	-	-	-	-	-	0	0	-	223	282	-
Stage 2	-	-	-	-	-	-	0	0	-	461	261	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	660	-	-	590	-	-	-	-	452	46	36	498
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	46	36	-
Stage 1	-	-	-	-	-	-	-	-	-	222	266	-
Stage 2	-	-	-	-	-	-	-	-	-	368	259	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.4	14.9	26.6
HCM LOS			B	D

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	452	660	-	-	590	-	-	179
HCM Lane V/C Ratio	0.197	0.007	-	-	0.058	-	-	0.068
HCM Control Delay (s)	14.9	10.5	-	-	11.5	-	-	26.6
HCM Lane LOS	B	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	0.2	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	6	30	1230	951	59	0	54
Future Vol, veh/h	6	30	1230	951	59	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	33	1367	1057	66	0	60

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1122	1123	0	-	0	-	562
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	277	618	-	-	-	0	470
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	495	495	-	-	-	-	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	495	-	-	-	470
HCM Lane V/C Ratio	0.081	-	-	-	0.128
HCM Control Delay (s)	12.9	-	-	-	13.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	205	719	220	89	544	234	232	884	258	292	499	174
Future Volume (veh/h)	205	719	220	89	544	234	232	884	258	292	499	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	228	799	244	99	604	260	258	982	287	324	554	193
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	309	852	260	157	945	422	409	1039	547	344	1204	537
Arrive On Green	0.10	0.32	0.32	0.05	0.27	0.27	0.12	0.29	0.29	0.16	0.34	0.34
Sat Flow, veh/h	1781	2681	819	1767	3554	1585	1781	3554	1585	1767	3554	1585
Grp Volume(v), veh/h	228	529	514	99	604	260	258	982	287	324	554	193
Grp Sat Flow(s),veh/h/ln	1781	1777	1723	1767	1777	1585	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	13.4	42.8	42.8	6.0	22.2	21.3	14.8	39.9	21.4	21.8	18.0	13.5
Cycle Q Clear(g_c), s	13.4	42.8	42.8	6.0	22.2	21.3	14.8	39.9	21.4	21.8	18.0	13.5
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	564	547	157	945	422	409	1039	547	344	1204	537
V/C Ratio(X)	0.74	0.94	0.94	0.63	0.64	0.62	0.63	0.94	0.52	0.94	0.46	0.36
Avail Cap(c_a), veh/h	320	576	559	157	945	422	455	1051	552	354	1204	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	49.0	49.0	41.2	48.0	47.6	30.9	51.1	38.7	44.9	38.3	36.8
Incr Delay (d2), s/veh	8.4	23.2	23.8	7.9	3.3	6.6	2.4	16.2	1.0	32.4	1.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	22.1	21.5	2.9	10.1	9.0	6.5	19.6	8.3	14.8	8.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	72.2	72.8	49.1	51.3	54.2	33.3	67.3	39.7	77.3	39.5	38.7
LnGrp LOS	D	E	E	D	D	D	C	E	D	E	D	D
Approach Vol, veh/h		1271			963			1527			1071	
Approach Delay, s/veh		67.3			51.9			56.4			50.8	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	52.9	23.4	56.4	22.7	45.3	30.2	49.5
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 7.8	47.9	* 21	47.5	* 16	39.3	* 25	43.7
Max Q Clear Time (g_c+I1), s	8.0	44.8	16.8	20.0	15.4	24.2	23.8	41.9
Green Ext Time (p_c), s	0.0	1.9	0.3	5.2	0.1	4.9	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	36.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	1008	45	96	744	70	7	2	96	56	1	102
Future Vol, veh/h	129	1008	45	96	744	70	7	2	96	56	1	102
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	1120	50	107	827	78	8	2	107	62	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	905	0	0	1170	0	0	2059	2550	585	1927	2536	453
Stage 1	-	-	-	-	-	-	1431	1431	-	1080	1080	-
Stage 2	-	-	-	-	-	-	628	1119	-	847	1456	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	747	-	-	593	-	-	32	26	454	~ 40	27	554
Stage 1	-	-	-	-	-	-	141	198	-	233	293	-
Stage 2	-	-	-	-	-	-	437	280	-	323	193	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	747	-	-	593	-	-	18	17	454	~ 20	18	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	18	17	-	~ 20	18	-
Stage 1	-	-	-	-	-	-	114	160	-	188	240	-
Stage 2	-	-	-	-	-	-	284	230	-	197	156	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.3	44	$ 501.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	18	454	747	-	-	593	-	-	20	554
HCM Lane V/C Ratio	0.556	0.235	0.192	-	-	0.18	-	-	3.167	0.205
HCM Control Delay (s)	$ 349.9	15.3	11	-	-	12.4	-	-	$ 1375.5	13.2
HCM Lane LOS	F	C	B	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	1.5	0.9	0.7	-	-	0.7	-	-	8.3	0.8

Notes

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

Intersection	
Int Delay, s/veh	24.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1080	7	7	779	72	5	1	42	76	0	72
Future Vol, veh/h	96	1080	7	7	779	72	5	1	42	76	0	72
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	1200	8	8	866	80	6	1	47	84	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	1208	0	0	1867	2380	604	1737	2344	473
Stage 1	-	-	-	-	-	-	1418	1418	-	922	922	-
Stage 2	-	-	-	-	-	-	449	962	-	815	1422	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	721	-	-	573	-	-	45	34	441	~ 56	36	538
Stage 1	-	-	-	-	-	-	144	201	-	291	347	-
Stage 2	-	-	-	-	-	-	559	332	-	338	200	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	721	-	-	573	-	-	33	28	441	~ 42	30	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	28	-	~ 42	30	-
Stage 1	-	-	-	-	-	-	123	171	-	248	337	-
Stage 2	-	-	-	-	-	-	462	322	-	256	170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	35.6	$ 354.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	170	721	-	-	573	-	-	42	538
HCM Lane V/C Ratio	0.314	0.148	-	-	0.014	-	-	2.011	0.149
HCM Control Delay (s)	35.6	10.9	-	-	11.4	0.2	-	$ 677.6	12.9
HCM Lane LOS	E	B	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0	-	-	8.9	0.5

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1190	6	394	832	2	18	0	371	7	0	27
Future Volume (veh/h)	9	1190	6	394	832	2	18	0	371	7	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1322	7	438	924	2	20	0	412	8	0	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	1441	8	476	2160	5	418	0	376	97	27	277
Arrive On Green	0.01	0.40	0.40	0.21	0.59	0.59	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1781	3625	19	1781	3638	8	1410	0	1585	196	115	1168
Grp Volume(v), veh/h	10	648	681	438	451	475	20	0	412	38	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1869	1410	0	1585	1479	0	0
Q Serve(g_s), s	0.3	29.8	29.9	15.5	11.9	11.9	0.0	0.0	20.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	29.8	29.9	15.5	11.9	11.9	0.7	0.0	20.5	1.6	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00		1.00	0.21		0.79
Lane Grp Cap(c), veh/h	346	707	742	476	1055	1110	418	0	376	402	0	0
V/C Ratio(X)	0.03	0.92	0.92	0.92	0.43	0.43	0.05	0.00	1.09	0.09	0.00	0.00
Avail Cap(c_a), veh/h	437	731	768	528	1055	1110	418	0	376	402	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.1	24.6	24.6	23.6	9.5	9.5	25.4	0.0	32.9	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	16.2	15.6	20.4	0.3	0.3	0.0	0.0	74.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	14.3	14.9	10.8	3.8	4.0	0.3	0.0	15.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	40.8	40.2	44.0	9.8	9.8	25.4	0.0	107.1	25.8	0.0	0.0
LnGrp LOS	B	D	D	D	A	A	C	A	F	C	A	A
Approach Vol, veh/h		1339			1364			432			38	
Approach Delay, s/veh		40.3			20.8			103.3			25.8	
Approach LOS		D			C			F			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	22.5	38.8		25.0	5.6	55.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	20.5	35.5		20.5	5.5	50.5				
Max Q Clear Time (g_c+I1), s		22.5	17.5	31.9		3.6	2.3	13.9				
Green Ext Time (p_c), s		0.0	0.4	2.5		0.1	0.0	6.1				

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1578	16	0	1231	0	0	0	9	0	1	1
Future Vol, veh/h	0	1578	16	0	1231	0	0	0	9	0	1	1
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	-	-	Stop
Storage Length	-	-	-	275	-	-	0	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	90	90	90	90	92	90	92	90	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	50	2	2	2
Mvmt Flow	0	1753	18	0	1368	0	0	0	10	0	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1771	0	0	2447	-	886	-	3139	684
Stage 1	-	-	-	-	-	-	1762	-	-	-	1368	-
Stage 2	-	-	-	-	-	-	685	-	-	-	1771	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	-	7.9	-	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	-	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	-	3.8	-	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	348	-	-	16	0	209	0	11	391
Stage 1	0	-	-	-	-	-	87	0	-	0	213	-
Stage 2	0	-	-	-	-	-	404	0	-	0	135	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	348	-	-	15	-	209	-	11	391
Mov Cap-2 Maneuver	-	-	-	-	-	-	15	-	-	-	11	-
Stage 1	-	-	-	-	-	-	87	-	-	-	213	-
Stage 2	-	-	-	-	-	-	401	-	-	-	135	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	23.1	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	209	-	-	348	-	-	391
HCM Lane V/C Ratio	0.048	-	-	-	-	-	0.003
HCM Control Delay (s)	23.1	-	-	0	-	-	14.2
HCM Lane LOS	C	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1527	17	0	1212	0	1
Future Vol, veh/h	1527	17	0	1212	0	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1697	19	0	1347	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	849
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	304
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	304	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1280	0	9	943	19	26	0	0	110	0	227
Future Volume (veh/h)	269	1280	0	9	943	19	26	0	0	110	0	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	1422	0	10	1048	21	28	0	0	122	0	252
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1881	839	197	1499	30	194	262	0	442	0	309
Arrive On Green	0.12	0.53	0.00	0.01	0.42	0.42	0.03	0.00	0.00	0.08	0.00	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3563	71	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	299	1422	0	10	523	546	28	0	0	122	0	252
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1858	1781	1870	0	1781	0	1585
Q Serve(g_s), s	6.7	24.2	0.0	0.2	18.6	18.6	1.0	0.0	0.0	4.3	0.0	11.7
Cycle Q Clear(g_c), s	6.7	24.2	0.0	0.2	18.6	18.6	1.0	0.0	0.0	4.3	0.0	11.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	1881	839	197	747	781	194	262	0	442	0	309
V/C Ratio(X)	0.74	0.76	0.00	0.05	0.70	0.70	0.14	0.00	0.00	0.28	0.00	0.82
Avail Cap(c_a), veh/h	639	3995	1782	418	1789	1871	315	425	0	709	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	14.2	0.0	14.1	18.3	18.3	27.3	0.0	0.0	23.5	0.0	29.6
Incr Delay (d2), s/veh	2.7	0.6	0.0	0.1	1.2	1.1	0.3	0.0	0.0	0.3	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.9	0.0	0.1	6.8	7.1	0.4	0.0	0.0	1.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	14.8	0.0	14.2	19.5	19.4	27.7	0.0	0.0	23.8	0.0	34.9
LnGrp LOS	B	B	A	B	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1721			1079			28			374	
Approach Delay, s/veh		15.2			19.4			27.7			31.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	15.3	5.5	45.2	6.8	19.5	13.8	36.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	17.5	10.5	86.5	7.5	27.5	19.5	77.5
Max Q Clear Time (g_c+I1), s	6.3	0.0	2.2	26.2	3.0	13.7	8.7	20.6
Green Ext Time (p_c), s	0.2	0.0	0.0	14.6	0.0	1.3	0.6	7.8

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1204	12	4	891	9	6
Future Vol, veh/h	1204	12	4	891	9	6
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1338	13	4	990	10	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1351	0	2343	1345
Stage 1	-	-	-	-	1345	-
Stage 2	-	-	-	-	998	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	509	-	40	185
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	509	-	39	185
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	29.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	161	-	-	509	-
HCM Lane V/C Ratio	0.104	-	-	0.009	-
HCM Control Delay (s)	29.9	-	-	12.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1142	39	6	851	2	59	0	11	17	2	25
Future Volume (veh/h)	51	1142	39	6	851	2	59	0	11	17	2	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	1269	43	7	946	2	66	0	12	19	2	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	70	1300	44	152	1520	3	192	4	27	98	22	115
Arrive On Green	0.81	0.81	0.81	0.81	0.81	0.81	0.12	0.00	0.12	0.12	0.12	0.12
Sat Flow, veh/h	54	1596	54	419	1866	4	1180	29	220	514	177	921
Grp Volume(v), veh/h	1369	0	0	7	0	948	78	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1704	0	0	419	0	1870	1429	0	0	1611	0	0
Q Serve(g_s), s	84.3	0.0	0.0	0.0	0.0	28.3	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	112.6	0.0	0.0	1.9	0.0	28.3	6.8	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.57
Lane Grp Cap(c), veh/h	1413	0	0	152	0	1523	223	0	0	235	0	0
V/C Ratio(X)	0.97	0.00	0.00	0.05	0.00	0.62	0.35	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	1432	0	0	157	0	1544	223	0	0	235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	2.7	0.0	5.2	59.6	0.0	0.0	58.5	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.0	0.1	0.0	0.8	4.3	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.3	0.0	0.0	0.0	0.0	8.2	3.0	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	0.0	2.9	0.0	5.9	63.9	0.0	0.0	60.5	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1369			955			78			49	
Approach Delay, s/veh		29.5			5.9			63.9			60.5	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	125.3	23.0	125.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s	8.8	114.6	5.8	30.3
Green Ext Time (p_c), s	0.2	6.3	0.1	9.0

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	127.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	63	19	2	56	56	1796	7	27	1249	33
Future Vol, veh/h	40	1	63	19	2	56	56	1796	7	27	1249	33
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	44	1	70	21	2	62	62	1996	8	30	1388	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2571	3576	694	2879	3609	1002	1425	0	0	2004	0	0
Stage 1	1448	1448	-	2124	2124	-	-	-	-	-	-	-
Stage 2	1123	2128	-	755	1485	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 13	5	385	~ 7	5	241	458	-	-	282	-	-
Stage 1	136	195	-	51	89	-	-	-	-	-	-	-
Stage 2	217	89	-	367	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	385	~ 4	4	241	458	-	-	282	-	-
Mov Cap-2 Maneuver	~ 5	4	-	~ 4	4	-	-	-	-	-	-	-
Stage 1	118	174	-	44	77	-	-	-	-	-	-	-
Stage 2	135	77	-	267	167	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	$ 2003.4	$ 2836.8	0.4	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	458	-	-	5	385	14	282	-	-
HCM Lane V/C Ratio	0.136	-	-	9.111	0.182	6.111	0.106	-	-
HCM Control Delay (s)	14.1	-	-	$ 5056.5	16.4	$ 2836.8	19.3	-	-
HCM Lane LOS	B	-	-	F	C	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	7.4	0.7	11.7	0.4	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	30	30	8	384	30	0	61	1537	363	1	927	5
Future Volume (veh/h)	30	30	8	384	30	0	61	1537	363	1	927	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	33	9	427	33	0	66	1708	403	1	1030	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	63	17	465	488	0	281	1980	883	102	2020	10
Arrive On Green	0.04	0.04	0.04	0.26	0.26	0.00	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1781	1415	386	1781	1870	0	545	3554	1585	193	3626	18
Grp Volume(v), veh/h	33	0	42	427	33	0	66	1708	403	1	505	530
Grp Sat Flow(s),veh/h/ln	1781	0	1801	1781	1870	0	545	1777	1585	193	1777	1867
Q Serve(g_s), s	1.8	0.0	2.2	22.9	1.3	0.0	8.4	40.2	14.8	0.4	17.2	17.2
Cycle Q Clear(g_c), s	1.8	0.0	2.2	22.9	1.3	0.0	25.6	40.2	14.8	40.6	17.2	17.2
Prop In Lane	1.00		0.21	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	79	0	80	465	488	0	281	1980	883	102	990	1040
V/C Ratio(X)	0.42	0.00	0.53	0.92	0.07	0.00	0.23	0.86	0.46	0.01	0.51	0.51
Avail Cap(c_a), veh/h	327	0	331	536	563	0	306	2138	953	110	1069	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	45.9	35.2	27.3	0.0	21.3	18.5	12.9	35.8	13.4	13.4
Incr Delay (d2), s/veh	3.5	0.0	5.3	19.5	0.1	0.0	0.4	3.7	0.4	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	12.2	0.6	0.0	1.0	15.0	4.7	0.0	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	51.1	54.8	27.3	0.0	21.8	22.2	13.3	35.9	13.8	13.8
LnGrp LOS	D	A	D	D	C	A	C	C	B	D	B	B
Approach Vol, veh/h		75			460			2177			1036	
Approach Delay, s/veh		50.2			52.8			20.5			13.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.1		8.9		59.1		30.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.0		18.0		59.0		29.5				
Max Q Clear Time (g_c+I1), s		42.2		4.2		42.6		24.9				
Green Ext Time (p_c), s		12.4		0.2		5.6		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	88	0	63	9	1351	115	107	829	6
Future Vol, veh/h	0	0	6	88	0	63	9	1351	115	107	829	6
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	98	0	70	10	1501	128	119	921	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1934	2812	464	2284	2751	815	928	0	0	1629	0	0
Stage 1	1163	1163	-	1585	1585	-	-	-	-	-	-	-
Stage 2	771	1649	-	699	1166	-	-	-	-	-	-	-
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	40	18	545	~ 21	19	321	733	-	-	395	-	-
Stage 1	207	267	-	113	167	-	-	-	-	-	-	-
Stage 2	359	155	-	397	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	12	545	~ 16	13	321	733	-	-	395	-	-
Mov Cap-2 Maneuver	119	32	-	~ 97	112	-	-	-	-	-	-	-
Stage 1	204	187	-	111	165	-	-	-	-	-	-	-
Stage 2	277	153	-	274	186	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	11.7	109.3	0.1	2
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	733	-	-	-	545	97	321	395	-	-
HCM Lane V/C Ratio	0.014	-	-	-	0.012	1.008	0.218	0.301	-	-
HCM Control Delay (s)	10	-	-	0	11.7	173.7	19.3	18	-	-
HCM Lane LOS	A	-	-	A	B	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	6.1	0.8	1.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	9	1459	0	0	1085	6
Future Vol, veh/h	1	0	1	0	0	0	9	1459	0	0	1085	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	10	1621	0	0	1206	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2041	2851	607	2244	2854	811	1213	0	0	1621	0	0
Stage 1	1210	1210	-	1641	1641	-	-	-	-	-	-	-
Stage 2	831	1641	-	603	1213	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	33	17	418	23	17	322	571	-	-	398	-	-
Stage 1	194	254	-	104	156	-	-	-	-	-	-	-
Stage 2	330	156	-	453	253	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	14	418	20	14	322	571	-	-	398	-	-
Mov Cap-2 Maneuver	29	14	-	20	14	-	-	-	-	-	-	-
Stage 1	160	254	-	86	129	-	-	-	-	-	-	-
Stage 2	272	129	-	452	253	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	74.5	0	1.1	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	571	-	-	54	-	398	-	-
HCM Lane V/C Ratio	0.018	-	-	0.041	-	-	-	-
HCM Control Delay (s)	11.4	1	-	74.5	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	840
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	309
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	309	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2141	556
Stage 1	-	-	-	-	1067	-
Stage 2	-	-	-	-	1074	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	624	-	-	-	~ 42	475
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	624	-	-	-	~ 30	475
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	289	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	624	-	-	-	124	475
HCM Lane V/C Ratio	0.282	-	-	-	0.377	0.197
HCM Control Delay (s)	13	-	-	-	50.6	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.2	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1064
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	270
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	270
HCM Lane V/C Ratio	-	-	-	0.173
HCM Control Delay (s)	-	-	-	21.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	61	104	24	59
Demand Flow Rate, veh/h	62	106	24	60
Vehicles Circulating, veh/h	63	36	88	86
Vehicles Exiting, veh/h	83	76	37	56
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.4	3.0	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	62	106	24	60
Cap Entry Lane, veh/h	1294	1330	1261	1264
Entry HV Adj Factor	0.989	0.979	0.993	0.979
Flow Entry, veh/h	61	104	24	59
Cap Entry, veh/h	1280	1302	1253	1238
V/C Ratio	0.048	0.080	0.019	0.047
Control Delay, s/veh	3.2	3.4	3.0	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	25.2

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	24	212	1262	27	77	1009
Future Vol, veh/h	24	212	1262	27	77	1009
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	-	-	-	205	-
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	9	2	2
Mvmt Flow	27	236	1402	30	86	1121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2150	716	0	0	1432	0
Stage 1	1417	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	41	373	-	-	470	-
Stage 1	190	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	33	373	-	-	470	-
Mov Cap-2 Maneuver	33	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	356	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	274.5	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	182	470	-
HCM Lane V/C Ratio	-	-	1.441	0.182	-
HCM Control Delay (s)	-	-	274.5	14.4	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	16.1	0.7	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	781	46	83	1371	2	85	0	57	0	0	1
Future Volume (veh/h)	1	781	46	83	1371	2	85	0	57	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	868	51	92	1523	2	94	0	63	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	1742	777	246	1785	2	685	0	713	0	0	713
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.45	0.00	0.45	0.00	0.00	0.45
Sat Flow, veh/h	342	3554	1585	608	3642	5	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	1	868	51	92	743	782	94	0	63	0	0	1
Grp Sat Flow(s),veh/h/ln	342	1777	1585	608	1777	1869	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.4	24.7	2.5	18.0	55.0	55.0	5.9	0.0	3.4	0.0	0.0	0.1
Cycle Q Clear(g_c), s	55.4	24.7	2.5	42.8	55.0	55.0	5.9	0.0	3.4	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	90	1742	777	246	871	916	685	0	713	0	0	713
V/C Ratio(X)	0.01	0.50	0.07	0.37	0.85	0.85	0.14	0.00	0.09	0.00	0.00	0.00
Avail Cap(c_a), veh/h	177	2642	1178	400	1321	1390	685	0	713	0	0	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	57.8	25.8	20.1	40.2	33.5	33.5	24.3	0.0	23.6	0.0	0.0	22.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.9	3.6	3.4	0.4	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.2	0.9	2.7	23.4	24.6	2.1	0.0	1.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	26.0	20.2	41.2	37.1	36.9	24.8	0.0	23.9	0.0	0.0	22.7
LnGrp LOS	E	C	C	D	D	D	C	A	C	A	A	C
Approach Vol, veh/h		920			1617			157			1	
Approach Delay, s/veh		25.7			37.2			24.4			22.7	
Approach LOS		C			D			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.0		78.0		72.0		78.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		111.5		29.5		111.5				
Max Q Clear Time (g_c+I1), s		7.9		57.4		2.1		57.0				
Green Ext Time (p_c), s		0.6		6.9		0.0		16.5				

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	755	65	8	1530	0	0	0	4	0	0	1
Future Vol, veh/h	0	755	65	8	1530	0	0	0	4	0	0	1
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	-	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	839	72	9	1700	0	0	0	4	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	911	0	0	-	-	420	-	-	850
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	743	-	-	0	0	582	0	0	304
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	743	-	-	-	-	582	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.2	16.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	-	-	743	-	-	304
HCM Lane V/C Ratio	0.008	-	-	0.012	-	-	0.004
HCM Control Delay (s)	11.2	-	-	9.9	-	-	16.9
HCM Lane LOS	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	14.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	806	12	25	1339	172	0	0	27	0	0	352
Future Vol, veh/h	0	806	12	25	1339	172	0	0	27	0	0	352
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	-	-	-	75	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	0	896	13	28	1488	191	0	0	30	0	0	391

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	909	0	0	-	-	455	-	-	744
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.22	-	-	-	-	6.96	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.26	-	-	-	-	3.33	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	720	-	-	0	0	550	0	0	~ 357
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	720	-	-	-	-	550	-	-	~ 357
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.2	11.9	110.3
HCM LOS			B	F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	550	-	-	720	-	-	357
HCM Lane V/C Ratio	0.055	-	-	0.039	-	-	1.096
HCM Control Delay (s)	11.9	-	-	10.2	-	-	110.3
HCM Lane LOS	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-	14.4

Notes

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

HCM 6th Edition cannot analyze u-turn movements.

Intersection	
Int Delay, s/veh	0.9

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	11	44	705	1436	58	0	44
Future Vol, veh/h	11	44	705	1436	58	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	12	49	783	1596	64	0	49

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1660	1660	0	-	0	-	830
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	124	384	-	-	-	0	313
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	255	255	-	-	-	-	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	255	-	-	-	313
HCM Lane V/C Ratio	0.239	-	-	-	0.156
HCM Control Delay (s)	23.5	-	-	-	18.6
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.9	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Future Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	409	160	236	761	152	90	529	166	256	1364	628
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	606	234	340	897	400	149	1169	705	410	1464	620
Arrive On Green	0.11	0.24	0.24	0.12	0.25	0.25	0.05	0.33	0.33	0.11	0.39	0.39
Sat Flow, veh/h	1781	2504	969	1781	3554	1585	1781	3554	1585	1781	3741	1585
Grp Volume(v), veh/h	207	289	280	236	761	152	90	529	166	256	1364	628
Grp Sat Flow(s),veh/h/ln	1781	1777	1696	1781	1777	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	10.9	18.7	19.1	12.5	25.9	10.1	4.2	14.9	8.2	11.6	44.4	49.7
Cycle Q Clear(g_c), s	10.9	18.7	19.1	12.5	25.9	10.1	4.2	14.9	8.2	11.6	44.4	49.7
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	430	410	340	897	400	149	1169	705	410	1464	620
V/C Ratio(X)	0.76	0.67	0.68	0.69	0.85	0.38	0.60	0.45	0.24	0.62	0.93	1.01
Avail Cap(c_a), veh/h	517	688	657	399	1047	467	154	1169	705	457	1464	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	43.6	43.7	32.2	45.2	39.3	32.6	33.6	21.9	23.8	37.0	38.6
Incr Delay (d2), s/veh	4.2	2.2	2.4	4.2	6.2	0.7	6.1	0.3	0.2	2.2	11.1	39.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	8.3	8.1	5.6	11.8	3.9	2.0	6.3	3.0	4.9	21.5	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	45.8	46.1	36.3	51.3	40.0	38.8	33.9	22.1	26.1	48.1	77.9
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	D	F
Approach Vol, veh/h		776			1149			785			2248	
Approach Delay, s/veh		43.9			46.7			32.0			53.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	36.7	12.3	56.0	20.7	38.0	20.2	48.1
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 19	49.2	* 6.3	49.7	* 31	37.4	* 17	38.8
Max Q Clear Time (g_c+I1), s	14.5	21.1	6.2	51.7	12.9	27.9	13.6	16.9
Green Ext Time (p_c), s	0.3	4.1	0.0	0.0	0.5	4.2	0.2	4.5

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
Future Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	596	18	91	961	79	0	6	14	57	1	188

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1040	0	0	614	0	0	1548	2107	307	1764	2077	520
Stage 1	-	-	-	-	-	-	885	885	-	1183	1183	-
Stage 2	-	-	-	-	-	-	663	1222	-	581	894	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	664	-	-	961	-	-	78	51	689	~ 53	53	501
Stage 1	-	-	-	-	-	-	306	361	-	201	261	-
Stage 2	-	-	-	-	-	-	417	250	-	467	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	664	-	-	961	-	-	37	36	689	~ 36	38	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	36	-	~ 36	38	-
Stage 1	-	-	-	-	-	-	241	285	-	159	236	-
Stage 2	-	-	-	-	-	-	235	226	-	354	282	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	41.4	140.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	36	689	664	-	-	961	-	-	36	501
HCM Lane V/C Ratio	0.154	0.021	0.211	-	-	0.095	-	-	1.605	0.375
HCM Control Delay (s)	122.4	10.3	11.9	-	-	9.1	-	-	$ 542.4	16.4
HCM Lane LOS	F	B	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.5	0.1	0.8	-	-	0.3	-	-	6.2	1.7

Notes

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

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
Future Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	654	6	3	1144	53	2	0	19	81	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1197	0	0	660	0	0	1301	1926	330	1570	1903	599
Stage 1	-	-	-	-	-	-	723	723	-	1177	1177	-
Stage 2	-	-	-	-	-	-	578	1203	-	393	726	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	579	-	-	924	-	-	118	66	666	~ 75	68	445
Stage 1	-	-	-	-	-	-	384	429	-	203	263	-
Stage 2	-	-	-	-	-	-	468	256	-	603	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	579	-	-	924	-	-	104	62	666	~ 69	64	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	62	-	~ 69	64	-
Stage 1	-	-	-	-	-	-	362	405	-	191	260	-
Stage 2	-	-	-	-	-	-	431	253	-	553	404	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	13.9	197.1
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	425	579	-	-	924	-	-	69	445
HCM Lane V/C Ratio	0.05	0.058	-	-	0.004	-	-	1.176	0.07
HCM Control Delay (s)	13.9	11.6	-	-	8.9	0	-	267.4	13.7
HCM Lane LOS	B	B	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	6.3	0.2

Notes

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

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 6th Edition methodology cannot be performed with phasing conflicts.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	783	6	0	1447	0	1
Future Vol, veh/h	783	6	0	1447	0	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	870	7	0	1608	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	435
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	569
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	569
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	569	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Future Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
Arrive On Green	0.02	0.59	0.00	0.02	0.59	0.00	0.05	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Cycle Q Clear(g_c), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
V/C Ratio(X)	0.06	0.41	0.00	0.03	0.73	0.00	0.22	0.00	0.00	0.05	0.00	0.52
Avail Cap(c_a), veh/h	643	4667	2082	604	4187	0	332	519	0	670	0	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	7.4	0.0	5.8	9.8	0.0	28.2	0.0	0.0	25.9	0.0	29.7
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.1	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	0.0	0.1	5.6	0.0	0.8	0.0	0.0	0.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	7.5	0.0	5.8	10.3	0.0	28.6	0.0	0.0	25.9	0.0	33.2
LnGrp LOS	A	A	A	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		870			1553			54			76	
Approach Delay, s/veh		7.6			10.3			28.6			31.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	7.7	5.7	43.8	7.7	9.5	5.6	43.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	18.5	7.5	87.5	6.5	30.5	16.5	78.5
Max Q Clear Time (g_c+I1), s	2.5	0.0	2.2	10.7	3.9	4.5	2.2	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	6.6	0.0	0.3	0.0	16.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	746	7	6	1339	16	2
Future Vol, veh/h	746	7	6	1339	16	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	829	8	7	1488	18	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	837	0	2335	833
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	1502	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	797	-	40	369
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	203	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	38	369
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	193	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	-	-	797	-
HCM Lane V/C Ratio	0.137	-	-	0.008	-
HCM Control Delay (s)	33.5	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Future Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	672	137	66	1326	0	177	4	52	19	2	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	40	787	157	133	1463	0	214	4	50	95	25	176
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	18	1006	200	674	1870	0	1100	25	323	398	160	1143
Grp Volume(v), veh/h	837	0	0	66	1326	0	233	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1224	0	0	674	1870	0	1448	0	0	1701	0	0
Q Serve(g_s), s	33.9	0.0	0.0	0.0	74.3	0.0	16.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	108.2	0.0	0.0	63.5	74.3	0.0	21.5	0.0	0.0	4.7	0.0	0.0
Prop In Lane	0.03		0.16	1.00		0.00	0.76		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
V/C Ratio(X)	0.85	0.00	0.00	0.49	0.91	0.00	0.87	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.2	11.4	0.0	59.5	0.0	0.0	52.2	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	2.8	8.5	0.0	29.9	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	0.0	1.1	25.8	0.0	10.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	13.1	19.9	0.0	89.4	0.0	0.0	53.8	0.0	0.0
LnGrp LOS	C	A	A	B	B	A	F	A	A	D	A	A
Approach Vol, veh/h		837			1392			233			64	
Approach Delay, s/veh		20.9			19.6			89.4			53.8	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	26.0	114.0	26.0	114.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	109.5	21.5	109.5
Max Q Clear Time (g_c+I1), s	23.5	110.2	6.7	76.3
Green Ext Time (p_c), s	0.0	0.0	0.2	17.2

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	27.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
Future Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	62	4	0	8	92	1256	26	39	2003	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2893	3547	1002	2533	3588	641	2057	0	0	1282	0	0
Stage 1	2081	2081	-	1453	1453	-	-	-	-	-	-	-
Stage 2	812	1466	-	1080	2135	-	-	-	-	-	-	-
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	~ 7	6	241	14	5	417	269	-	-	537	-	-
Stage 1	55	94	-	137	194	-	-	-	-	-	-	-
Stage 2	339	191	-	233	88	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	241	6	3	417	269	-	-	537	-	-
Mov Cap-2 Maneuver	~ 5	4	-	6	3	-	-	-	-	-	-	-
Stage 1	36	87	-	90	128	-	-	-	-	-	-	-
Stage 2	219	126	-	158	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1018.6	$ 460	1.7	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	269	-	-	5	241	16	537	-	-
HCM Lane V/C Ratio	0.343	-	-	5.333	0.258	0.764	0.072	-	-
HCM Control Delay (s)	25.2	-	$	3336.7	25.1	$ 460	12.2	-	-
HCM Lane LOS	D	-	-	F	D	F	B	-	-
HCM 95th %tile Q(veh)	1.5	-	-	4.8	1	1.9	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	30	30	372	30	1	115	909	260	0	1520	10
Future Volume (veh/h)	5	30	30	372	30	1	115	909	260	0	1520	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	33	33	413	33	1	125	1010	289	0	1689	11
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	47	47	459	466	14	118	1726	770	108	1758	11
Arrive On Green	0.05	0.05	0.05	0.26	0.26	0.26	0.49	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1781	858	858	1781	1806	55	288	3554	1585	424	3619	24
Grp Volume(v), veh/h	5	0	66	413	0	34	125	1010	289	0	829	871
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1781	0	1861	288	1777	1585	424	1777	1866
Q Serve(g_s), s	0.2	0.0	2.5	15.0	0.0	0.9	2.3	13.7	7.7	0.0	30.1	30.2
Cycle Q Clear(g_c), s	0.2	0.0	2.5	15.0	0.0	0.9	32.5	13.7	7.7	0.0	30.1	30.2
Prop In Lane	1.00		0.50	1.00		0.03	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	98	0	94	459	0	480	118	1726	770	108	863	906
V/C Ratio(X)	0.05	0.00	0.70	0.90	0.00	0.07	1.06	0.59	0.38	0.00	0.96	0.96
Avail Cap(c_a), veh/h	479	0	462	492	0	514	118	1726	770	108	863	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	31.1	24.0	0.0	18.8	33.4	12.4	10.8	0.0	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.0	9.2	18.5	0.0	0.1	100.6	0.5	0.3	0.0	21.5	21.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	8.2	0.0	0.4	5.1	4.4	2.2	0.0	14.5	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	40.2	42.5	0.0	18.8	134.0	12.9	11.1	0.0	38.1	37.7
LnGrp LOS	C	A	D	D	A	B	F	B	B	A	D	D
Approach Vol, veh/h		71			447			1424			1700	
Approach Delay, s/veh		39.5			40.7			23.2			37.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		8.2		37.0		21.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		34.5		4.5		32.2		17.0				
Green Ext Time (p_c), s		0.0		0.2		0.3		0.3				

Intersection Summary			
HCM 6th Ctrl Delay			32.5
HCM 6th LOS			C

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	0	22	141	1	23	41	719	28	28	1366	66
Future Vol, veh/h	4	0	22	141	1	23	41	719	28	28	1366	66
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	24	157	1	26	46	799	31	31	1518	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2109	2539	796	1728	2560	415	1591	0	0	830	0	0
Stage 1	1617	1617	-	907	907	-	-	-	-	-	-	-
Stage 2	492	922	-	821	1653	-	-	-	-	-	-	-
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	29	27	330	~ 57	26	586	408	-	-	798	-	-
Stage 1	108	161	-	297	353	-	-	-	-	-	-	-
Stage 2	527	347	-	335	154	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	23	330	~ 47	22	586	408	-	-	798	-	-
Mov Cap-2 Maneuver	89	128	-	178	93	-	-	-	-	-	-	-
Stage 1	96	155	-	263	313	-	-	-	-	-	-	-
Stage 2	446	308	-	298	148	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	21.5	82.9	0.8	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	408	-	-	89	330	177	586	798	-	-
HCM Lane V/C Ratio	0.112	-	-	0.05	0.074	0.891	0.044	0.039	-	-
HCM Control Delay (s)	14.9	-	-	47.6	16.8	94.5	11.4	9.7	-	-
HCM Lane LOS	B	-	-	E	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	0.2	6.6	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	15	0	0	0	17	834	0	1	2184	7
Future Vol, veh/h	1	0	15	0	0	0	17	834	0	1	2184	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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	0	0	0	19	927	0	1	2427	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2935	3398	1218	2181	3402	464	2435	0	0	927	0	0
Stage 1	2433	2433	-	965	965	-	-	-	-	-	-	-
Stage 2	502	965	-	1216	2437	-	-	-	-	-	-	-
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	7	7	172	26	7	545	190	-	-	733	-	-
Stage 1	32	62	-	274	331	-	-	-	-	-	-	-
Stage 2	520	331	-	192	61	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	6	172	22	6	545	190	-	-	733	-	-
Mov Cap-2 Maneuver	6	6	-	22	6	-	-	-	-	-	-	-
Stage 1	29	62	-	247	298	-	-	-	-	-	-	-
Stage 2	468	298	-	173	61	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	83.2	0	0.5	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	190	-	-	63	-	733	-	-
HCM Lane V/C Ratio	0.099	-	-	0.282	-	0.002	-	-
HCM Control Delay (s)	26	-	-	83.2	0	9.9	-	-
HCM Lane LOS	D	-	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	7
Future Vol, veh/h	980	17	0	1228	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Control Delay (s)	12.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	30	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2282	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	421	-	-	-	33	339
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	421	-	-	-	~ 21	339
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	421	-	-	-	82	339
HCM Lane V/C Ratio	0.374	-	-	-	0.398	0.192
HCM Control Delay (s)	18.6	-	-	-	75.3	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1525
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	144
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	144
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	144
HCM Lane V/C Ratio	-	-	-	0.226
HCM Control Delay (s)	-	-	-	37.2
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	116	751	23	198	1963
Future Vol, veh/h	12	116	751	23	198	1963
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	-	-	-	205	-
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	13	129	834	26	220	2181

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2378	430	0	0	860	0
Stage 1	847	-	-	-	-	-
Stage 2	1531	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	29	573	-	-	777	-
Stage 1	381	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	573	-	-	777	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	118	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	92.9	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	165	777	-
HCM Lane V/C Ratio	-	-	0.862	0.283	-
HCM Control Delay (s)	-	-	92.9	11.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	6	1.2	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

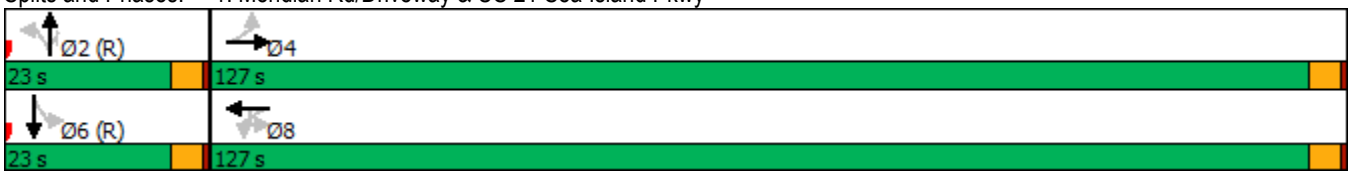
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	37	168	32	59
Demand Flow Rate, veh/h	37	171	32	60
Vehicles Circulating, veh/h	49	32	71	60
Vehicles Exiting, veh/h	71	71	15	143
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.8	3.0	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	37	171	32	60
Cap Entry Lane, veh/h	1313	1336	1283	1298
Entry HV Adj Factor	0.992	0.983	0.993	0.982
Flow Entry, veh/h	37	168	32	59
Cap Entry, veh/h	1301	1312	1275	1274
V/C Ratio	0.028	0.128	0.025	0.046
Control Delay, s/veh	3.0	3.8	3.0	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1275	134	26	83	1012	3	68	10	54	4	0
Future Volume (vph)	0	1275	134	26	83	1012	3	68	10	54	4	0
Satd. Flow (prot)	0	3490	0	0	1770	3539	0	0	1785	1583	0	1694
Flt Permitted					0.127				0.747			0.916
Satd. Flow (perm)	0	3490	0	0	237	3539	0	0	1391	1583	0	1590
Satd. Flow (RTOR)		29				1				60		11
Lane Group Flow (vph)	0	1566	0	0	120	1127	0	0	87	60	0	8
Turn Type		NA		Perm	Perm	NA		Perm	NA	Perm	Perm	NA
Protected Phases		4				8			2			6
Permitted Phases	4			8	8			2		2	6	
Total Split (s)	127.0	127.0		127.0	127.0	127.0		23.0	23.0	23.0	23.0	23.0
Total Lost Time (s)		4.5			4.5	4.5			4.5	4.5		4.5
Act Effct Green (s)		114.9			114.9	114.9			26.1	26.1		26.1
Actuated g/C Ratio		0.77			0.77	0.77			0.17	0.17		0.17
v/c Ratio		0.58			0.66	0.42			0.36	0.19		0.03
Control Delay		8.6			26.3	6.8			64.7	14.9		22.3
Queue Delay		0.0			0.0	0.0			0.0	0.0		0.0
Total Delay		8.6			26.3	6.8			64.7	14.9		22.3
LOS		A			C	A			E	B		C
Approach Delay		8.6				8.7			44.4			22.3
Approach LOS		A				A			D			C

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 90.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Meridian Rd/Driveway & US 21 Sea Island Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Satd. Flow (RTOR)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1275	134	83	1012	3	68	10	54	4	0	4
Future Volume (veh/h)	0	1275	134	83	1012	3	68	10	54	4	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1417	149	92	1124	3	76	11	60	4	0	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	2048	214	161	2294	6	431	59	490	225	11	200
Arrive On Green	0.00	0.63	0.63	0.63	0.63	0.63	0.31	0.31	0.31	0.31	0.00	0.31
Sat Flow, veh/h	0	3341	339	328	3636	10	1247	192	1585	611	37	648
Grp Volume(v), veh/h	0	771	795	92	549	578	87	0	60	8	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1809	328	1777	1869	1439	0	1585	1295	0	0
Q Serve(g_s), s	0.0	42.5	43.4	38.4	24.8	24.8	0.0	0.0	4.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.5	43.4	81.6	24.8	24.8	7.2	0.0	4.1	7.2	0.0	0.0
Prop In Lane	0.00		0.19	1.00		0.01	0.87		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	0	1121	1141	161	1121	1179	490	0	490	436	0	0
V/C Ratio(X)	0.00	0.69	0.70	0.57	0.49	0.49	0.18	0.00	0.12	0.02	0.00	0.00
Avail Cap(c_a), veh/h	0	1451	1478	222	1451	1526	490	0	490	436	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	18.1	18.2	45.0	14.8	14.8	38.2	0.0	37.2	36.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.0	3.2	0.3	0.3	0.8	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.4	17.0	3.2	9.5	10.0	2.5	0.0	1.7	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.0	19.2	48.2	15.1	15.1	39.0	0.0	37.7	36.1	0.0	0.0
LnGrp LOS	A	B	B	D	B	B	D	A	D	D	A	A
Approach Vol, veh/h		1566			1219			147			8	
Approach Delay, s/veh		19.1			17.6			38.5			36.1	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	50.8	99.2	50.8	99.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s	9.2	45.4	9.2	83.6
Green Ext Time (p_c), s	0.4	16.4	0.0	11.2

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1402	20	0	1188	7	0	0	0	0	0	3
Future Vol, veh/h	0	1402	20	0	1188	7	0	0	0	0	0	3
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	-	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1558	22	0	1320	8	0	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	779	-	-	664
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	339	0	0	403
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	339	-	-	403
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	403
HCM Lane V/C Ratio	-	-	-	-	-	0.008
HCM Control Delay (s)	0	-	-	-	-	14
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	398.3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	259	1253	20	41	21	952	51	60	0	91	24	1	174
Future Vol, veh/h	259	1253	20	41	21	952	51	60	0	91	24	1	174
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	360	-	150	-	75	-	150	0	-	-	75	-	75
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	288	1392	22	45	23	1058	57	67	0	101	27	1	193

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1115	0	0	1392	1414	0	0	2634	3219	696	2466	3184	529
Stage 1	-	-	-	-	-	-	-	1968	1968	-	1194	1194	-
Stage 2	-	-	-	-	-	-	-	666	1251	-	1272	1990	-
Critical Hdwy	4.14	-	-	6.44	4.22	-	-	7.54	6.54	6.96	7.54	6.54	6.94
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	2.22	-	-	2.52	2.26	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	622	-	-	185	458	-	-	~ 11	10	382	~ 15	10	494
Stage 1	-	-	-	-	-	-	-	~ 65	107	-	198	258	-
Stage 2	-	-	-	-	-	-	-	415	242	-	177	104	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	622	-	-	185	185	-	-	~ 2	3	382	~ 5	3	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 2	3	-	~ 5	3	-
Stage 1	-	-	-	-	-	-	-	~ 35	57	-	106	163	-
Stage 2	-	-	-	-	-	-	-	159	153	-	70	56	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.6	2	$ 7171	$ 424.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2	SWLn3
Capacity (veh/h)	2	382	622	-	-	185	-	-	5	3	494
HCM Lane V/C Ratio	33.333	0.265	0.463	-	-	0.367	-	-	5.333	0.37	0.391
HCM Control Delay (s)	$ 18020.1	17.8	15.7	-	-	35.3	-	-	$ 3336.3	$ 1532.4	16.9
HCM Lane LOS	F	C	C	-	-	E	-	-	F	F	C
HCM 95th %tile Q(veh)	10.5	1	2.4	-	-	1.6	-	-	4.8	0.5	1.8

Notes

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Vol, veh/h	4	1251	13	41	31	1041	5	0	0	86	2	0	9
Future Vol, veh/h	4	1251	13	41	31	1041	5	0	0	86	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1390	14	45	34	1157	6	0	0	96	2	0	10

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1163	0	0	1404	1404	0	0	-	-	702	2021	2730	582
Stage 1	-	-	-	-	-	-	-	-	-	-	1318	1318	-
Stage 2	-	-	-	-	-	-	-	-	-	-	703	1412	-
Critical Hdwy	4.14	-	-	6.44	4.14	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.52	2.22	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	596	-	-	182	482	-	-	0	0	381	34	20	456
Stage 1	-	-	-	-	-	-	-	0	0	-	166	225	-
Stage 2	-	-	-	-	-	-	-	0	0	-	394	203	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	596	-	-	204	204	-	-	-	-	381	18	12	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	18	12	-
Stage 1	-	-	-	-	-	-	-	-	-	-	165	138	-
Stage 2	-	-	-	-	-	-	-	-	-	-	293	202	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	2.1	17.6	55
HCM LOS			C	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	381	596	-	-	204	-	-	84
HCM Lane V/C Ratio	0.251	0.007	-	-	0.387	-	-	0.146
HCM Control Delay (s)	17.6	11.1	-	-	33.4	-	-	55
HCM Lane LOS	C	B	-	-	D	-	-	F
HCM 95th %tile Q(veh)	1	0	-	-	1.7	-	-	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	6	30	1342	951	59	0	94
Future Vol, veh/h	6	30	1342	951	59	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	33	1491	1057	66	0	104

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1122	1123	0	-	0	-	562
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	277	618	-	-	-	0	470
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	478	478	-	-	-	-	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	478	-	-	-	470
HCM Lane V/C Ratio	0.083	-	-	-	0.222
HCM Control Delay (s)	13.2	-	-	-	14.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	451	719	220	89	544	234	232	884	258	292	499	325
Future Volume (veh/h)	451	719	220	89	544	234	232	884	258	292	499	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	501	799	244	99	604	260	258	982	287	324	554	361
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	709	1051	321	374	1138	508	348	904	467	292	964	430
Arrive On Green	0.11	0.39	0.39	0.04	0.32	0.32	0.12	0.25	0.25	0.14	0.27	0.27
Sat Flow, veh/h	3456	2681	819	3428	3554	1585	1781	3554	1585	1767	3554	1585
Grp Volume(v), veh/h	501	529	514	99	604	260	258	982	287	324	554	361
Grp Sat Flow(s),veh/h/ln	1728	1777	1723	1714	1777	1585	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	13.9	38.0	38.0	2.8	20.5	19.7	15.6	37.5	23.0	20.3	19.8	31.7
Cycle Q Clear(g_c), s	13.9	38.0	38.0	2.8	20.5	19.7	15.6	37.5	23.0	20.3	19.8	31.7
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	709	697	676	374	1138	508	348	904	467	292	964	430
V/C Ratio(X)	0.71	0.76	0.76	0.26	0.53	0.51	0.74	1.09	0.61	1.11	0.57	0.84
Avail Cap(c_a), veh/h	770	697	676	509	1138	508	382	904	467	292	964	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	38.8	38.8	33.9	41.0	40.7	35.4	54.9	44.8	46.9	46.4	50.7
Incr Delay (d2), s/veh	2.7	5.0	5.2	0.4	1.8	3.7	6.9	56.1	2.6	85.0	2.5	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	17.0	16.6	1.2	9.1	8.1	7.3	23.4	9.2	17.6	8.9	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	43.8	44.0	34.3	42.8	44.4	42.3	111.0	47.4	131.9	48.8	68.3
LnGrp LOS	C	D	D	C	D	D	D	F	D	F	D	E
Approach Vol, veh/h		1544			963			1527			1239	
Approach Delay, s/veh		40.1			42.3			87.4			76.2	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	63.8	24.1	46.3	23.8	53.2	26.6	43.8
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 12	54.6	* 21	37.1	* 19	47.2	* 20	37.5
Max Q Clear Time (g_c+I1), s	4.8	40.0	17.6	33.7	15.9	22.5	22.3	39.5
Green Ext Time (p_c), s	0.1	6.4	0.2	1.8	0.6	5.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.7
HCM 6th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	38.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	1008	45	96	774	70	7	2	96	56	1	102
Future Vol, veh/h	129	1008	45	96	774	70	7	2	96	56	1	102
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	1120	50	107	860	78	8	2	107	62	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	938	0	0	1170	0	0	2076	2583	585	1960	2569	469
Stage 1	-	-	-	-	-	-	1431	1431	-	1113	1113	-
Stage 2	-	-	-	-	-	-	645	1152	-	847	1456	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	726	-	-	593	-	-	31	25	454	~ 38	26	541
Stage 1	-	-	-	-	-	-	141	198	-	222	282	-
Stage 2	-	-	-	-	-	-	427	270	-	323	193	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	726	-	-	593	-	-	17	16	454	~ 19	17	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	16	-	~ 19	17	-
Stage 1	-	-	-	-	-	-	113	159	-	178	231	-
Stage 2	-	-	-	-	-	-	275	221	-	196	155	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.3	46.4	$ 534.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	17	454	726	-	-	593	-	-	19	541
HCM Lane V/C Ratio	0.588	0.235	0.197	-	-	0.18	-	-	3.333	0.209
HCM Control Delay (s)	$ 378.4	15.3	11.2	-	-	12.4	-	-	$ 1467.7	13.4
HCM Lane LOS	F	C	B	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	1.5	0.9	0.7	-	-	0.7	-	-	8.4	0.8

Notes

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

Intersection	
Int Delay, s/veh	24.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1080	7	7	779	72	5	1	42	76	0	72
Future Vol, veh/h	96	1080	7	7	779	72	5	1	42	76	0	72
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	1200	8	8	866	80	6	1	47	84	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	1208	0	0	1867	2380	604	1737	2344	473
Stage 1	-	-	-	-	-	-	1418	1418	-	922	922	-
Stage 2	-	-	-	-	-	-	449	962	-	815	1422	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	721	-	-	573	-	-	45	34	441	~ 56	36	538
Stage 1	-	-	-	-	-	-	144	201	-	291	347	-
Stage 2	-	-	-	-	-	-	559	332	-	338	200	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	721	-	-	573	-	-	33	28	441	~ 42	30	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	28	-	~ 42	30	-
Stage 1	-	-	-	-	-	-	123	171	-	248	337	-
Stage 2	-	-	-	-	-	-	462	322	-	256	170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	35.6	$ 354.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	170	721	-	-	573	-	-	42	538
HCM Lane V/C Ratio	0.314	0.148	-	-	0.014	-	-	2.011	0.149
HCM Control Delay (s)	35.6	10.9	-	-	11.4	0.2	-	$ 677.6	12.9
HCM Lane LOS	E	B	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0	-	-	8.9	0.5

Notes

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

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 6th Edition methodology cannot be performed with phasing conflicts.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1527	17	0	1212	0	1
Future Vol, veh/h	1527	17	0	1212	0	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1697	19	0	1347	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	849
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	304
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	304	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1280	0	9	943	19	26	0	0	110	0	227
Future Volume (veh/h)	269	1280	0	9	943	19	26	0	0	110	0	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	1422	0	10	1048	21	28	0	0	122	0	252
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1881	839	197	1499	30	194	262	0	442	0	309
Arrive On Green	0.12	0.53	0.00	0.01	0.42	0.42	0.03	0.00	0.00	0.08	0.00	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3563	71	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	299	1422	0	10	523	546	28	0	0	122	0	252
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1858	1781	1870	0	1781	0	1585
Q Serve(g_s), s	6.7	24.2	0.0	0.2	18.6	18.6	1.0	0.0	0.0	4.3	0.0	11.7
Cycle Q Clear(g_c), s	6.7	24.2	0.0	0.2	18.6	18.6	1.0	0.0	0.0	4.3	0.0	11.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	1881	839	197	747	781	194	262	0	442	0	309
V/C Ratio(X)	0.74	0.76	0.00	0.05	0.70	0.70	0.14	0.00	0.00	0.28	0.00	0.82
Avail Cap(c_a), veh/h	639	3995	1782	418	1789	1871	315	425	0	709	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	14.2	0.0	14.1	18.3	18.3	27.3	0.0	0.0	23.5	0.0	29.6
Incr Delay (d2), s/veh	2.7	0.6	0.0	0.1	1.2	1.1	0.3	0.0	0.0	0.3	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.9	0.0	0.1	6.8	7.1	0.4	0.0	0.0	1.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	14.8	0.0	14.2	19.5	19.4	27.7	0.0	0.0	23.8	0.0	34.9
LnGrp LOS	B	B	A	B	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1721			1079			28			374	
Approach Delay, s/veh		15.2			19.4			27.7			31.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	15.3	5.5	45.2	6.8	19.5	13.8	36.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	17.5	10.5	86.5	7.5	27.5	19.5	77.5
Max Q Clear Time (g_c+I1), s	6.3	0.0	2.2	26.2	3.0	13.7	8.7	20.6
Green Ext Time (p_c), s	0.2	0.0	0.0	14.6	0.0	1.3	0.6	7.8

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1204	12	4	891	9	6
Future Vol, veh/h	1204	12	4	891	9	6
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1338	13	4	990	10	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1351	0	2343	1345
Stage 1	-	-	-	-	1345	-
Stage 2	-	-	-	-	998	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	509	-	40	185
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	509	-	39	185
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	29.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	161	-	-	509	-
HCM Lane V/C Ratio	0.104	-	-	0.009	-
HCM Control Delay (s)	29.9	-	-	12.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1142	39	6	851	2	59	0	11	17	2	25
Future Volume (veh/h)	51	1142	39	6	851	2	59	0	11	17	2	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	1269	43	7	946	2	66	0	12	19	2	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	70	1300	44	152	1520	3	192	4	27	98	22	115
Arrive On Green	0.81	0.81	0.81	0.81	0.81	0.81	0.12	0.00	0.12	0.12	0.12	0.12
Sat Flow, veh/h	54	1596	54	419	1866	4	1180	29	220	514	177	921
Grp Volume(v), veh/h	1369	0	0	7	0	948	78	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1704	0	0	419	0	1870	1429	0	0	1611	0	0
Q Serve(g_s), s	84.3	0.0	0.0	0.0	0.0	28.3	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	112.6	0.0	0.0	1.9	0.0	28.3	6.8	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.57
Lane Grp Cap(c), veh/h	1413	0	0	152	0	1523	223	0	0	235	0	0
V/C Ratio(X)	0.97	0.00	0.00	0.05	0.00	0.62	0.35	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	1432	0	0	157	0	1544	223	0	0	235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	2.7	0.0	5.2	59.6	0.0	0.0	58.5	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.0	0.1	0.0	0.8	4.3	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.3	0.0	0.0	0.0	0.0	8.2	3.0	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	0.0	2.9	0.0	5.9	63.9	0.0	0.0	60.5	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1369			955			78			49	
Approach Delay, s/veh		29.5			5.9			63.9			60.5	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	125.3	23.0	125.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s	8.8	114.6	5.8	30.3
Green Ext Time (p_c), s	0.2	6.3	0.1	9.0

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	127.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	63	19	2	56	56	1796	7	27	1249	33
Future Vol, veh/h	40	1	63	19	2	56	56	1796	7	27	1249	33
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	44	1	70	21	2	62	62	1996	8	30	1388	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2571	3576	694	2879	3609	1002	1425	0	0	2004	0	0
Stage 1	1448	1448	-	2124	2124	-	-	-	-	-	-	-
Stage 2	1123	2128	-	755	1485	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 13	5	385	~ 7	5	241	458	-	-	282	-	-
Stage 1	136	195	-	51	89	-	-	-	-	-	-	-
Stage 2	217	89	-	367	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	385	~ 4	4	241	458	-	-	282	-	-
Mov Cap-2 Maneuver	~ 5	4	-	~ 4	4	-	-	-	-	-	-	-
Stage 1	118	174	-	44	77	-	-	-	-	-	-	-
Stage 2	135	77	-	267	167	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	$ 2003.4	$ 2836.8	0.4	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	458	-	-	5	385	14	282	-	-
HCM Lane V/C Ratio	0.136	-	-	9.111	0.182	6.111	0.106	-	-
HCM Control Delay (s)	14.1	-	-	$ 5056.5	16.4	$ 2836.8	19.3	-	-
HCM Lane LOS	B	-	-	F	C	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	7.4	0.7	11.7	0.4	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	30	30	7	384	30	0	61	1537	363	1	927	5
Future Volume (veh/h)	30	30	7	384	30	0	61	1537	363	1	927	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	33	8	427	33	0	66	1708	403	1	1030	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	64	16	465	488	0	281	1980	883	102	2021	10
Arrive On Green	0.04	0.04	0.04	0.26	0.26	0.00	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1781	1454	353	1781	1870	0	545	3554	1585	193	3626	18
Grp Volume(v), veh/h	33	0	41	427	33	0	66	1708	403	1	505	530
Grp Sat Flow(s),veh/h/ln	1781	0	1807	1781	1870	0	545	1777	1585	193	1777	1867
Q Serve(g_s), s	1.8	0.0	2.2	22.8	1.3	0.0	8.4	40.2	14.8	0.4	17.2	17.2
Cycle Q Clear(g_c), s	1.8	0.0	2.2	22.8	1.3	0.0	25.6	40.2	14.8	40.6	17.2	17.2
Prop In Lane	1.00		0.20	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	79	0	80	465	488	0	281	1980	883	102	990	1040
V/C Ratio(X)	0.42	0.00	0.51	0.92	0.07	0.00	0.23	0.86	0.46	0.01	0.51	0.51
Avail Cap(c_a), veh/h	327	0	332	536	563	0	306	2139	954	111	1069	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	45.8	35.2	27.3	0.0	21.3	18.5	12.9	35.8	13.4	13.4
Incr Delay (d2), s/veh	3.5	0.0	5.0	19.5	0.1	0.0	0.4	3.7	0.4	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	12.2	0.6	0.0	1.0	15.0	4.7	0.0	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	50.8	54.7	27.3	0.0	21.8	22.2	13.3	35.8	13.8	13.8
LnGrp LOS	D	A	D	D	C	A	C	C	B	D	B	B
Approach Vol, veh/h		74			460			2177			1036	
Approach Delay, s/veh		50.1			52.8			20.5			13.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.1		8.8		59.1		30.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.0		18.0		59.0		29.5				
Max Q Clear Time (g_c+I1), s		42.2		4.2		42.6		24.8				
Green Ext Time (p_c), s		12.5		0.2		5.6		0.7				

Intersection Summary			
HCM 6th Ctrl Delay			23.2
HCM 6th LOS			C

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	88	0	63	9	1351	115	107	829	6
Future Vol, veh/h	0	0	6	88	0	63	9	1351	115	107	829	6
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	98	0	70	10	1501	128	119	921	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1934	2812	464	2284	2751	815	928	0	0	1629	0	0
Stage 1	1163	1163	-	1585	1585	-	-	-	-	-	-	-
Stage 2	771	1649	-	699	1166	-	-	-	-	-	-	-
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	40	18	545	~ 21	19	321	733	-	-	395	-	-
Stage 1	207	267	-	113	167	-	-	-	-	-	-	-
Stage 2	359	155	-	397	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	12	545	~ 16	13	321	733	-	-	395	-	-
Mov Cap-2 Maneuver	119	32	-	~ 97	112	-	-	-	-	-	-	-
Stage 1	204	187	-	111	165	-	-	-	-	-	-	-
Stage 2	277	153	-	274	186	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	11.7	109.3	0.1	2
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	733	-	-	-	545	97	321	395	-	-
HCM Lane V/C Ratio	0.014	-	-	-	0.012	1.008	0.218	0.301	-	-
HCM Control Delay (s)	10	-	-	0	11.7	173.7	19.3	18	-	-
HCM Lane LOS	A	-	-	A	B	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	6.1	0.8	1.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	9	1705	0	0	1236	6
Future Vol, veh/h	1	0	1	0	0	0	9	1705	0	0	1236	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	10	1894	0	0	1373	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2344	3291	690	2601	3294	947	1380	0	0	1894	0	0
Stage 1	1377	1377	-	1914	1914	-	-	-	-	-	-	-
Stage 2	967	1914	-	687	1380	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	19	9	367	12	9	262	493	-	-	311	-	-
Stage 1	153	211	-	70	114	-	-	-	-	-	-	-
Stage 2	273	114	-	403	210	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	9	367	12	9	262	493	-	-	311	-	-
Mov Cap-2 Maneuver	19	9	-	12	9	-	-	-	-	-	-	-
Stage 1	153	211	-	70	114	-	-	-	-	-	-	-
Stage 2	273	114	-	402	210	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	111.5	0	0.1	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	493	-	-	36	-	311	-	-
HCM Lane V/C Ratio	0.02	-	-	0.062	-	-	-	-
HCM Control Delay (s)	12.5	0	-	111.5	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	840
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	309
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	309	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2141	556
Stage 1	-	-	-	-	1067	-
Stage 2	-	-	-	-	1074	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	624	-	-	-	~ 42	475
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	624	-	-	-	~ 30	475
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	289	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	624	-	-	-	124	475
HCM Lane V/C Ratio	0.282	-	-	-	0.377	0.197
HCM Control Delay (s)	13	-	-	-	50.6	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.2	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↗		↗
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1064
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	270
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	270
HCM Lane V/C Ratio	-	-	-	0.173
HCM Control Delay (s)	-	-	-	21.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	51.8

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	24	212	1508	27	77	1160
Future Vol, veh/h	24	212	1508	27	77	1160
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	-	-	-	205	-
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	9	2	2
Mvmt Flow	27	236	1676	30	86	1289

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2508	853	0	0	1706	0
Stage 1	1691	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 23	302	-	-	369	-
Stage 1	135	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 18	302	-	-	369	-
Mov Cap-2 Maneuver	~ 18	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	303	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s$	654.3	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	116	369	-
HCM Lane V/C Ratio	-	-	2.261	0.232	-
HCM Control Delay (s)	-	-	$ 654.3	17.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	22.6	0.9	-

Notes

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

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	61	104	24	59
Demand Flow Rate, veh/h	62	106	24	60
Vehicles Circulating, veh/h	63	36	88	86
Vehicles Exiting, veh/h	83	76	37	56
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.4	3.0	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	62	106	24	60
Cap Entry Lane, veh/h	1294	1330	1261	1264
Entry HV Adj Factor	0.989	0.979	0.993	0.979
Flow Entry, veh/h	61	104	24	59
Cap Entry, veh/h	1280	1302	1253	1238
V/C Ratio	0.048	0.080	0.019	0.047
Control Delay, s/veh	3.2	3.4	3.0	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	781	46	63	1371	2	85	0	57	0	0	1
Future Volume (veh/h)	1	781	46	63	1371	2	85	0	57	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	868	51	70	1523	2	94	0	63	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	1300	76	62	1035	1	326	0	312	0	0	312
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.20	0.00	0.20	0.00	0.00	0.20
Sat Flow, veh/h	342	1749	103	50	1392	2	1413	0	1585	0	0	1585
Grp Volume(v), veh/h	1	0	919	1595	0	0	94	0	63	0	0	1
Grp Sat Flow(s),veh/h/ln	342	0	1852	1444	0	0	1413	0	1585	0	0	1585
Q Serve(g_s), s	0.0	0.0	37.9	73.6	0.0	0.0	8.6	0.0	5.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.4	0.0	37.9	111.5	0.0	0.0	8.6	0.0	5.0	0.0	0.0	0.1
Prop In Lane	1.00		0.06	0.04		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	129	0	1377	1098	0	0	326	0	312	0	0	312
V/C Ratio(X)	0.01	0.00	0.67	1.45	0.00	0.00	0.29	0.00	0.20	0.00	0.00	0.00
Avail Cap(c_a), veh/h	129	0	1377	1098	0	0	326	0	312	0	0	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.0	0.0	9.8	25.2	0.0	0.0	51.9	0.0	50.4	0.0	0.0	48.4
Incr Delay (d2), s/veh	0.0	0.0	1.2	208.7	0.0	0.0	2.2	0.0	1.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	13.5	100.4	0.0	0.0	3.3	0.0	2.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.0	0.0	11.1	233.9	0.0	0.0	54.1	0.0	51.9	0.0	0.0	48.5
LnGrp LOS	A	A	B	F	A	A	D	A	D	A	A	D
Approach Vol, veh/h		920			1595			157			1	
Approach Delay, s/veh		11.0			233.9			53.2			48.5	
Approach LOS		B			F			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		116.0		34.0		116.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		111.5		29.5		111.5				
Max Q Clear Time (g_c+I1), s		10.6		39.9		2.1		113.5				
Green Ext Time (p_c), s		0.6		8.4		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	146.5
HCM 6th LOS	F

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	755	65	0	1530	0	2	0	4	0	0	1
Future Vol, veh/h	0	755	65	0	1530	0	2	0	4	0	0	1
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	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	0	839	72	0	1700	0	2	0	4	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1700	0	0	911	0	0	2576	2575	875	2577	2611	1700
Stage 1	-	-	-	-	-	-	875	875	-	1700	1700	-
Stage 2	-	-	-	-	-	-	1701	1700	-	877	911	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	374	-	-	748	-	-	17	26	343	17	24	114
Stage 1	-	-	-	-	-	-	344	367	-	117	148	-
Stage 2	-	-	-	-	-	-	116	148	-	343	353	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	374	-	-	748	-	-	17	26	343	17	24	114
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	26	-	17	24	-
Stage 1	-	-	-	-	-	-	344	367	-	117	148	-
Stage 2	-	-	-	-	-	-	115	148	-	339	353	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	96.1	36.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	374	-	-	748	-	-	114
HCM Lane V/C Ratio	0.145	-	-	-	-	-	-	0.01
HCM Control Delay (s)	96.1	0	-	-	0	-	-	36.9
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	119.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	147	734	12	25	1339	20	3	1	23	19	1	332
Future Vol, veh/h	147	734	12	25	1339	20	3	1	23	19	1	332
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	-	-	-	-	-	-	-	-	150	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	6	2	2	2
Mvmt Flow	163	816	13	28	1488	22	3	1	26	21	1	369

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1510	0	0	829	0	0	2889	2715	823	2717	2710	1499
Stage 1	-	-	-	-	-	-	1149	1149	-	1555	1555	-
Stage 2	-	-	-	-	-	-	1740	1566	-	1162	1155	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	443	-	-	803	-	-	10	21	367	~ 14	21	~ 150
Stage 1	-	-	-	-	-	-	242	273	-	142	174	-
Stage 2	-	-	-	-	-	-	111	172	-	237	271	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	443	-	-	803	-	-	-	5	367	~ 4	5	~ 150
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	5	-	~ 4	5	-
Stage 1	-	-	-	-	-	-	76	86	-	45	136	-
Stage 2	-	-	-	-	-	-	-	134	-	69	86	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.9	0.2		$ 895.7
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	-	367	443	-	-	803	-	-	4	150
HCM Lane V/C Ratio	-	0.07	0.369	-	-	0.035	-	-	5.556	2.459
HCM Control Delay (s)	-	15.5	17.8	0	-	9.6	0		$ 3746.8	$ 723.9
HCM Lane LOS	-	C	C	A	-	A	A	-	F	F
HCM 95th %tile Q(veh)	-	0.2	1.7	-	-	0.1	-	-	4.2	31.7

Notes

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

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	5	655	8	57	1355	10	10	1	95	0	1	4
Future Vol, veh/h	5	655	8	57	1355	10	10	1	95	0	1	4
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	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	17	8	2	2	13	2	10	2	2	2
Mvmt Flow	6	728	9	63	1506	11	11	1	106	0	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1517	0	0	737	0	0	2385	2388	733	2436	2387	1512
Stage 1	-	-	-	-	-	-	745	745	-	1638	1638	-
Stage 2	-	-	-	-	-	-	1640	1643	-	798	749	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.23	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.617	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	440	-	-	842	-	-	22	34	408	22	34	148
Stage 1	-	-	-	-	-	-	389	421	-	127	158	-
Stage 2	-	-	-	-	-	-	119	157	-	380	419	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	440	-	-	842	-	-	13	17	408	10	17	148
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	17	-	10	17	-
Stage 1	-	-	-	-	-	-	380	411	-	124	82	-
Stage 2	-	-	-	-	-	-	59	82	-	274	409	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0.4	224.8	73.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	100	440	-	-	842	-	-	58
HCM Lane V/C Ratio	1.178	0.013	-	-	0.075	-	-	0.096
HCM Control Delay (s)	224.8	13.3	0	-	9.6	0	-	73.5
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	7.8	0	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	705	1436	58	13	31
Future Vol, veh/h	44	705	1436	58	13	31
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	10	2
Mvmt Flow	49	783	1596	64	14	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1660	0	-	0	2509	1628
Stage 1	-	-	-	-	1628	-
Stage 2	-	-	-	-	881	-
Critical Hdwy	4.12	-	-	-	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.218	-	-	-	3.59	3.318
Pot Cap-1 Maneuver	388	-	-	-	29	126
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	388	-	-	-	23	126
Mov Cap-2 Maneuver	-	-	-	-	23	-
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	392	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	120.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	388	-	-	-	23	126
HCM Lane V/C Ratio	0.126	-	-	-	0.628	0.273
HCM Control Delay (s)	15.6	0	-	-$	304.2	44
HCM Lane LOS	C	A	-	-	F	E
HCM 95th %tile Q(veh)	0.4	-	-	-	1.9	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Future Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	409	160	236	761	152	90	529	166	256	1039	844
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	610	236	474	489	414	184	1513	778	457	1699	758
Arrive On Green	0.05	0.24	0.24	0.07	0.26	0.26	0.04	0.43	0.43	0.09	0.48	0.48
Sat Flow, veh/h	3456	2504	969	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	207	289	280	236	761	152	90	529	166	256	1039	844
Grp Sat Flow(s),veh/h/ln	1728	1777	1696	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.8	22.0	22.5	7.6	39.2	11.8	4.3	15.1	8.9	11.8	32.4	71.7
Cycle Q Clear(g_c), s	6.8	22.0	22.5	7.6	39.2	11.8	4.3	15.1	8.9	11.8	32.4	71.7
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	433	413	474	489	414	184	1513	778	457	1699	758
V/C Ratio(X)	0.80	0.67	0.68	0.50	1.56	0.37	0.49	0.35	0.21	0.56	0.61	1.11
Avail Cap(c_a), veh/h	260	474	452	519	489	414	184	1513	778	481	1699	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	51.2	51.4	40.4	55.4	45.3	25.7	29.1	21.7	20.7	28.9	39.1
Incr Delay (d2), s/veh	15.9	3.4	3.9	0.8	260.5	0.7	2.0	0.2	0.2	1.3	0.7	68.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	10.0	9.8	3.2	53.4	4.6	1.9	6.4	3.3	4.9	13.5	40.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	54.7	55.3	41.2	315.9	45.9	27.7	29.2	21.9	22.0	29.6	107.8
LnGrp LOS	E	D	E	D	F	D	C	C	C	C	C	F
Approach Vol, veh/h		776			1149			785			2139	
Approach Delay, s/veh		56.4			223.8			27.5			59.5	
Approach LOS		E			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	42.5	12.4	78.0	14.4	45.2	20.2	70.2
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 12	40.0	* 6.1	71.7	* 7.1	39.2	* 16	61.9
Max Q Clear Time (g_c+I1), s	9.6	24.5	6.3	73.7	8.8	41.2	13.8	17.1
Green Ext Time (p_c), s	0.2	3.4	0.0	0.0	0.0	0.0	0.2	5.2

Intersection Summary	
HCM 6th Ctrl Delay	92.8
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
Future Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	596	18	91	961	79	0	6	14	57	1	188

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1040	0	0	614	0	0	1548	2107	307	1764	2077	520
Stage 1	-	-	-	-	-	-	885	885	-	1183	1183	-
Stage 2	-	-	-	-	-	-	663	1222	-	581	894	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	664	-	-	961	-	-	78	51	689	~ 53	53	501
Stage 1	-	-	-	-	-	-	306	361	-	201	261	-
Stage 2	-	-	-	-	-	-	417	250	-	467	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	664	-	-	961	-	-	37	36	689	~ 36	38	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	36	-	~ 36	38	-
Stage 1	-	-	-	-	-	-	241	285	-	159	236	-
Stage 2	-	-	-	-	-	-	235	226	-	354	282	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	41.4	140.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	36	689	664	-	-	961	-	-	36	501
HCM Lane V/C Ratio	0.154	0.021	0.211	-	-	0.095	-	-	1.605	0.375
HCM Control Delay (s)	122.4	10.3	11.9	-	-	9.1	-	-	$ 542.4	16.4
HCM Lane LOS	F	B	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.5	0.1	0.8	-	-	0.3	-	-	6.2	1.7

Notes

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

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
Future Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
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	225	-	-	100	-	-	-	-	350	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	654	6	3	1144	53	2	0	19	81	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1197	0	0	660	0	0	1301	1926	330	1570	1903	599
Stage 1	-	-	-	-	-	-	723	723	-	1177	1177	-
Stage 2	-	-	-	-	-	-	578	1203	-	393	726	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	579	-	-	924	-	-	118	66	666	~ 75	68	445
Stage 1	-	-	-	-	-	-	384	429	-	203	263	-
Stage 2	-	-	-	-	-	-	468	256	-	603	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	579	-	-	924	-	-	105	62	666	~ 70	64	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	62	-	~ 70	64	-
Stage 1	-	-	-	-	-	-	362	405	-	191	262	-
Stage 2	-	-	-	-	-	-	434	255	-	553	404	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	13.7	191.5
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	105	666	579	-	-	924	-	-	70	445
HCM Lane V/C Ratio	0.021	0.028	0.058	-	-	0.004	-	-	1.159	0.07
HCM Control Delay (s)	40	10.6	11.6	-	-	8.9	-	-	259.7	13.7
HCM Lane LOS	E	B	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	0	-	-	6.3	0.2

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	543	9	418	953	75	7	0	259	16	0	148
Future Volume (veh/h)	147	543	9	418	953	75	7	0	259	16	0	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	603	10	464	1059	83	8	0	288	18	0	164
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	996	17	592	1346	105	480	0	501	77	28	447
Arrive On Green	0.09	0.28	0.28	0.22	0.40	0.40	0.32	0.00	0.32	0.32	0.00	0.32
Sat Flow, veh/h	1781	3577	59	1781	3339	262	1196	0	1585	68	87	1413
Grp Volume(v), veh/h	163	299	314	464	563	579	8	0	288	182	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1781	1777	1823	1196	0	1585	1568	0	0
Q Serve(g_s), s	4.5	10.4	10.4	12.0	19.7	19.7	0.0	0.0	10.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	10.4	10.4	12.0	19.7	19.7	0.3	0.0	10.8	6.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.14	1.00		1.00	0.10		0.90
Lane Grp Cap(c), veh/h	325	495	518	592	716	735	480	0	501	552	0	0
V/C Ratio(X)	0.50	0.60	0.61	0.78	0.79	0.79	0.02	0.00	0.57	0.33	0.00	0.00
Avail Cap(c_a), veh/h	476	537	562	1022	1037	1064	480	0	501	552	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.8	22.3	22.3	13.3	18.5	18.6	16.7	0.0	20.3	18.7	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.7	1.6	2.3	2.6	2.5	0.1	0.0	4.7	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.1	4.3	4.1	7.3	7.5	0.1	0.0	4.2	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	23.9	23.9	15.6	21.1	21.1	16.8	0.0	25.0	20.3	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	B	A	C	C	A	A
Approach Vol, veh/h		776			1606			296			182	
Approach Delay, s/veh		22.7			19.5			24.8			20.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		27.0	19.8	24.3		27.0	10.9	33.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		22.5	32.5	21.5		22.5	12.5	41.5
Max Q Clear Time (g_c+I1), s		12.8	14.0	12.4		8.2	6.5	21.7
Green Ext Time (p_c), s		0.7	1.3	2.3		0.9	0.2	6.9

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

HCM 6th Edition methodology does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	783	6	0	1447	0	1
Future Vol, veh/h	783	6	0	1447	0	1
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	870	7	0	1608	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	877	0	1674	435
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	766	-	86	569
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	766	-	86	569
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	401	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	569	-	-	766	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	11.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Future Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
Arrive On Green	0.02	0.59	0.00	0.02	0.59	0.00	0.05	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Cycle Q Clear(g_c), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
V/C Ratio(X)	0.06	0.41	0.00	0.03	0.73	0.00	0.22	0.00	0.00	0.05	0.00	0.52
Avail Cap(c_a), veh/h	643	4667	2082	604	4187	0	332	519	0	670	0	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	7.4	0.0	5.8	9.8	0.0	28.2	0.0	0.0	25.9	0.0	29.7
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.1	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	0.0	0.1	5.6	0.0	0.8	0.0	0.0	0.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	7.5	0.0	5.8	10.3	0.0	28.6	0.0	0.0	25.9	0.0	33.2
LnGrp LOS	A	A	A	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		870			1553			54			76	
Approach Delay, s/veh		7.6			10.3			28.6			31.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	7.7	5.7	43.8	7.7	9.5	5.6	43.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	18.5	7.5	87.5	6.5	30.5	16.5	78.5
Max Q Clear Time (g_c+I1), s	2.5	0.0	2.2	10.7	3.9	4.5	2.2	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	6.6	0.0	0.3	0.0	16.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	746	7	6	1339	16	2
Future Vol, veh/h	746	7	6	1339	16	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	829	8	7	1488	18	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	837	0	2335	833
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	1502	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	797	-	40	369
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	203	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	38	369
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	193	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	-	-	797	-
HCM Lane V/C Ratio	0.137	-	-	0.008	-
HCM Control Delay (s)	33.5	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Future Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	672	137	66	1326	0	177	4	52	19	2	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	40	787	157	133	1463	0	214	4	50	95	25	176
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	18	1006	200	674	1870	0	1100	25	323	398	160	1143
Grp Volume(v), veh/h	837	0	0	66	1326	0	233	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1224	0	0	674	1870	0	1448	0	0	1701	0	0
Q Serve(g_s), s	33.9	0.0	0.0	0.0	74.3	0.0	16.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	108.2	0.0	0.0	63.5	74.3	0.0	21.5	0.0	0.0	4.7	0.0	0.0
Prop In Lane	0.03		0.16	1.00		0.00	0.76		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
V/C Ratio(X)	0.85	0.00	0.00	0.49	0.91	0.00	0.87	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.2	11.4	0.0	59.5	0.0	0.0	52.2	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	2.8	8.5	0.0	29.9	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	0.0	1.1	25.8	0.0	10.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	13.1	19.9	0.0	89.4	0.0	0.0	53.8	0.0	0.0
LnGrp LOS	C	A	A	B	B	A	F	A	A	D	A	A
Approach Vol, veh/h		837			1392			233			64	
Approach Delay, s/veh		20.9			19.6			89.4			53.8	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	26.0	114.0	26.0	114.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	109.5	21.5	109.5
Max Q Clear Time (g_c+I1), s	23.5	110.2	6.7	76.3
Green Ext Time (p_c), s	0.0	0.0	0.2	17.2

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	27.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
Future Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	62	4	0	8	92	1256	26	39	2003	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2893	3547	1002	2533	3588	641	2057	0	0	1282	0	0
Stage 1	2081	2081	-	1453	1453	-	-	-	-	-	-	-
Stage 2	812	1466	-	1080	2135	-	-	-	-	-	-	-
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	~ 7	6	241	14	5	417	269	-	-	537	-	-
Stage 1	55	94	-	137	194	-	-	-	-	-	-	-
Stage 2	339	191	-	233	88	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	241	6	3	417	269	-	-	537	-	-
Mov Cap-2 Maneuver	~ 5	4	-	6	3	-	-	-	-	-	-	-
Stage 1	36	87	-	90	128	-	-	-	-	-	-	-
Stage 2	219	126	-	158	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1018.6	$ 460	1.7	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	269	-	-	5	241	16	537	-	-
HCM Lane V/C Ratio	0.343	-	-	5.333	0.258	0.764	0.072	-	-
HCM Control Delay (s)	25.2	-	$	3336.7	25.1	$ 460	12.2	-	-
HCM Lane LOS	D	-	-	F	D	F	B	-	-
HCM 95th %tile Q(veh)	1.5	-	-	4.8	1	1.9	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	30	30	372	30	1	115	909	260	0	1520	10
Future Volume (veh/h)	5	30	30	372	30	1	115	909	260	0	1520	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	33	33	413	33	1	125	1010	289	0	1689	11
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	47	47	459	466	14	118	1726	770	108	1758	11
Arrive On Green	0.05	0.05	0.05	0.26	0.26	0.26	0.49	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1781	858	858	1781	1806	55	288	3554	1585	424	3619	24
Grp Volume(v), veh/h	5	0	66	413	0	34	125	1010	289	0	829	871
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1781	0	1861	288	1777	1585	424	1777	1866
Q Serve(g_s), s	0.2	0.0	2.5	15.0	0.0	0.9	2.3	13.7	7.7	0.0	30.1	30.2
Cycle Q Clear(g_c), s	0.2	0.0	2.5	15.0	0.0	0.9	32.5	13.7	7.7	0.0	30.1	30.2
Prop In Lane	1.00		0.50	1.00		0.03	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	98	0	94	459	0	480	118	1726	770	108	863	906
V/C Ratio(X)	0.05	0.00	0.70	0.90	0.00	0.07	1.06	0.59	0.38	0.00	0.96	0.96
Avail Cap(c_a), veh/h	479	0	462	492	0	514	118	1726	770	108	863	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	31.1	24.0	0.0	18.8	33.4	12.4	10.8	0.0	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.0	9.2	18.5	0.0	0.1	100.6	0.5	0.3	0.0	21.5	21.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	8.2	0.0	0.4	5.1	4.4	2.2	0.0	14.5	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	40.2	42.5	0.0	18.8	134.0	12.9	11.1	0.0	38.1	37.7
LnGrp LOS	C	A	D	D	A	B	F	B	B	A	D	D
Approach Vol, veh/h		71			447			1424			1700	
Approach Delay, s/veh		39.5			40.7			23.2			37.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		8.2		37.0		21.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		34.5		4.5		32.2		17.0				
Green Ext Time (p_c), s		0.0		0.2		0.3		0.3				

Intersection Summary			
HCM 6th Ctrl Delay			32.5
HCM 6th LOS			C

Intersection	
Int Delay, s/veh	73.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	0	22	141	1	23	41	719	28	28	1366	66
Future Vol, veh/h	4	0	22	141	1	23	41	719	28	28	1366	66
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	24	157	1	26	46	799	31	31	1518	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2109	2539	796	1728	2560	415	1591	0	0	830	0	0
Stage 1	1617	1617	-	907	907	-	-	-	-	-	-	-
Stage 2	492	922	-	821	1653	-	-	-	-	-	-	-
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	29	27	330	~ 57	26	586	408	-	-	798	-	-
Stage 1	108	161	-	297	353	-	-	-	-	-	-	-
Stage 2	527	347	-	335	154	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	23	330	~ 47	22	586	408	-	-	798	-	-
Mov Cap-2 Maneuver	24	23	-	~ 47	22	-	-	-	-	-	-	-
Stage 1	96	155	-	263	313	-	-	-	-	-	-	-
Stage 2	446	308	-	298	148	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	42.9	$ 1070.5	0.8	0.2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	408	-	-	24	330	47	586	798	-	-
HCM Lane V/C Ratio	0.112	-	-	0.185	0.074	3.357	0.044	0.039	-	-
HCM Control Delay (s)	14.9	-	-	186.4	16.8	$ 1242	11.4	9.7	-	-
HCM Lane LOS	B	-	-	F	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.6	0.2	17.3	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	112	920	22	189	2136
Future Vol, veh/h	11	112	920	22	189	2136
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	22	2	5	2	4	2
Mvmt Flow	12	124	1022	24	210	2373

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2641	523	0	0	1046	0
Stage 1	1034	-	-	-	-	-
Stage 2	1607	-	-	-	-	-
Critical Hdwy	7.24	6.94	-	-	4.18	-
Critical Hdwy Stg 1	6.24	-	-	-	-	-
Critical Hdwy Stg 2	6.24	-	-	-	-	-
Follow-up Hdwy	3.72	3.32	-	-	2.24	-
Pot Cap-1 Maneuver	14	499	-	-	649	-
Stage 1	262	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 9	499	-	-	649	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	262	-	-	-	-	-
Stage 2	82	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.4	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	302	649	-
HCM Lane V/C Ratio	-	-	0.453	0.324	-
HCM Control Delay (s)	-	-	26.4	13.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2.2	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	15	0	0	0	17	834	0	1	2184	7
Future Vol, veh/h	1	0	15	0	0	0	17	834	0	1	2184	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	0	0	0	19	927	0	1	2427	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2935	3398	1218	2181	3402	464	2435	0	0	927	0	0
Stage 1	2433	2433	-	965	965	-	-	-	-	-	-	-
Stage 2	502	965	-	1216	2437	-	-	-	-	-	-	-
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	7	7	172	26	7	545	190	-	-	733	-	-
Stage 1	32	62	-	274	331	-	-	-	-	-	-	-
Stage 2	520	331	-	192	61	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	6	172	20	6	545	190	-	-	733	-	-
Mov Cap-2 Maneuver	6	6	-	20	6	-	-	-	-	-	-	-
Stage 1	25	62	-	218	263	-	-	-	-	-	-	-
Stage 2	413	263	-	173	61	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	83.2	0	3.1	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	190	-	-	63	-	733	-	-
HCM Lane V/C Ratio	0.099	-	-	0.282	-	0.002	-	-
HCM Control Delay (s)	26	2.6	-	83.2	0	9.9	0	-
HCM Lane LOS	D	A	-	F	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	10
Future Vol, veh/h	980	17	0	1228	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-
HCM Control Delay (s)	12.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2669	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	1151	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	423	-	-	-	~ 21	339
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	423	-	-	-	~ 13	339
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	40.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	423	-	-	-	75	339
HCM Lane V/C Ratio	0.373	-	-	-	0.435	0.192
HCM Control Delay (s)	18.5	-	-	-	85.7	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.7	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱		↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1525
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	145
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	145
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	36.9
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	145
HCM Lane V/C Ratio	-	-	-	0.225
HCM Control Delay (s)	-	-	-	36.9
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Int Delay, s/veh	4.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	116	751	23	198	1963
Future Vol, veh/h	12	116	751	23	198	1963
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	-	-	-	205	-
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	13	129	834	26	220	2181

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2378	430	0	0	860	0
Stage 1	847	-	-	-	-	-
Stage 2	1531	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	29	573	-	-	777	-
Stage 1	381	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	573	-	-	777	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	118	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	92.9	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	165	777	-
HCM Lane V/C Ratio	-	-	0.862	0.283	-
HCM Control Delay (s)	-	-	92.9	11.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	6	1.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1275	76	83	1012	3	68	10	54	4	0	4
Future Volume (veh/h)	0	1275	76	83	1012	3	68	10	54	4	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1417	84	92	1124	3	76	11	60	4	0	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1551	1314	64	623	2	165	17	152	65	14	34
Arrive On Green	0.00	0.83	0.83	0.83	0.83	0.83	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	0	1870	1585	38	752	2	1133	174	1585	211	146	358
Grp Volume(v), veh/h	0	1417	84	1219	0	0	87	0	60	8	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	792	0	0	1308	0	1585	715	0	0
Q Serve(g_s), s	0.0	64.1	1.1	35.4	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	64.1	1.1	99.5	0.0	0.0	8.1	0.0	4.3	8.2	0.0	0.0
Prop In Lane	0.00		1.00	0.08		0.00	0.87		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	0	1551	1314	689	0	0	182	0	152	114	0	0
V/C Ratio(X)	0.00	0.91	0.06	1.77	0.00	0.00	0.48	0.00	0.39	0.07	0.00	0.00
Avail Cap(c_a), veh/h	0	1551	1314	689	0	0	182	0	152	114	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.2	1.8	22.3	0.0	0.0	52.7	0.0	51.0	49.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.7	0.0	352.4	0.0	0.0	8.8	0.0	7.5	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.2	0.2	80.8	0.0	0.0	3.0	0.0	2.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.9	1.9	374.8	0.0	0.0	61.5	0.0	58.5	50.6	0.0	0.0
LnGrp LOS	A	B	A	F	A	A	E	A	E	D	A	A
Approach Vol, veh/h		1501			1219			147			8	
Approach Delay, s/veh		15.1			374.8			60.3			50.6	
Approach LOS		B			F			E			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.0	104.0	16.0	104.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	99.5	11.5	99.5
Max Q Clear Time (g_c+I1), s	10.1	66.1	10.2	101.5
Green Ext Time (p_c), s	0.1	19.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	170.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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	9	1402	20	0	1188	7	0	0	0	3	0	3
Future Vol, veh/h	9	1402	20	0	1188	7	0	0	0	3	0	3
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	-	-	100	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1558	22	0	1320	8	0	0	0	3	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1328	0	0	1580	0	0	2904	2906	1558	2913	2924	1324
Stage 1	-	-	-	-	-	-	1578	1578	-	1324	1324	-
Stage 2	-	-	-	-	-	-	1326	1328	-	1589	1600	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	520	-	-	416	-	-	10	16	139	10	15	191
Stage 1	-	-	-	-	-	-	137	170	-	192	225	-
Stage 2	-	-	-	-	-	-	192	224	-	135	165	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	520	-	-	416	-	-	9	13	139	9	13	191
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	13	-	9	13	-
Stage 1	-	-	-	-	-	-	115	143	-	161	225	-
Stage 2	-	-	-	-	-	-	189	224	-	113	138	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	$ 316.8
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	520	-	-	416	-	-	17
HCM Lane V/C Ratio	-	0.019	-	-	-	-	-	0.392
HCM Control Delay (s)	0	12.1	0	12.1	0	-	-	$ 316.8
HCM Lane LOS	A	B	A	B	A	-	-	F
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	1.1

Notes

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	259	1253	20	21	952	51	60	0	91	24	1	174
Future Vol, veh/h	259	1253	20	21	952	51	60	0	91	24	1	174
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	-	-	-	-	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	288	1392	22	23	1058	57	67	0	101	27	1	193

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1115	0	0	1414	0	0	3209	3140	1403	3163	3123	1087
Stage 1	-	-	-	-	-	-	1979	1979	-	1133	1133	-
Stage 2	-	-	-	-	-	-	1230	1161	-	2030	1990	-
Critical Hdwy	4.12	-	-	4.16	-	-	7.12	6.52	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.254	-	-	3.518	4.018	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	626	-	-	470	-	-	~ 6	11	170	~ 6	11	263
Stage 1	-	-	-	-	-	-	80	107	-	247	278	-
Stage 2	-	-	-	-	-	-	217	270	-	75	106	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	626	-	-	470	-	-	-	0	170	-	0	263
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	80	0	-	247	242	-
Stage 2	-	-	-	-	-	-	~ 50	235	-	-	0	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	2.6	0.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	-	170	626	-	-	470	-	-	-	263
HCM Lane V/C Ratio	-	0.595	0.46	-	-	0.05	-	-	-	0.735
HCM Control Delay (s)	-	53.2	15.5	0	-	13.1	0	-	-	49
HCM Lane LOS	-	F	C	A	-	B	A	-	-	E
HCM 95th %tile Q(veh)	-	3.2	2.4	-	-	0.2	-	-	-	5.2

Notes

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

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	1005	13	92	890	5	6	0	80	2	0	9
Future Vol, veh/h	4	1005	13	92	890	5	6	0	80	2	0	9
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	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	4	1117	14	102	989	6	7	0	89	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	995	0	0	1131	0	0	2333	2331	1124	2373	2335	992
Stage 1	-	-	-	-	-	-	1132	1132	-	1196	1196	-
Stage 2	-	-	-	-	-	-	1201	1199	-	1177	1139	-
Critical Hdwy	4.12	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	695	-	-	589	-	-	26	37	250	24	37	298
Stage 1	-	-	-	-	-	-	247	278	-	227	259	-
Stage 2	-	-	-	-	-	-	226	259	-	233	276	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	695	-	-	589	-	-	17	22	250	11	22	298
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	22	-	11	22	-
Stage 1	-	-	-	-	-	-	243	274	-	223	159	-
Stage 2	-	-	-	-	-	-	134	159	-	148	272	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	1.2	88.8	94.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	128	695	-	-	589	-	-	52
HCM Lane V/C Ratio	0.747	0.006	-	-	0.174	-	-	0.235
HCM Control Delay (s)	88.8	10.2	0	-	12.4	0	-	94.3
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	4.3	0	-	-	0.6	-	-	0.8

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1096	971	59	41	54
Future Vol, veh/h	30	1096	971	59	41	54
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	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	33	1218	1079	66	46	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1145	0	-	0	2396	1112
Stage 1	-	-	-	-	1112	-
Stage 2	-	-	-	-	1284	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	610	-	-	-	~ 37	254
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	260	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	610	-	-	-	~ 31	254
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	260	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	239.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	610	-	-	-	31	254
HCM Lane V/C Ratio	0.055	-	-	-	1.47	0.236
HCM Control Delay (s)	11.2	0	-	-	$ 523.3	23.5
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	5.1	0.9

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	451	719	220	89	544	234	232	884	258	292	499	325
Future Volume (veh/h)	451	719	220	89	544	234	232	884	258	292	499	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	501	799	244	99	604	260	258	982	287	324	554	361
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	2	2	2	2	2	3	2	2
Cap, veh/h	260	722	220	231	489	414	353	1466	716	317	1699	758
Arrive On Green	0.05	0.27	0.27	0.04	0.26	0.26	0.04	0.41	0.41	0.11	0.48	0.48
Sat Flow, veh/h	3456	2681	819	3428	1870	1585	1781	3554	1585	1767	3554	1585
Grp Volume(v), veh/h	501	529	514	99	604	260	258	982	287	324	554	361
Grp Sat Flow(s),veh/h/ln	1728	1777	1723	1714	1870	1585	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	7.1	40.4	40.4	3.1	39.2	21.7	6.1	33.6	18.2	15.9	14.5	23.1
Cycle Q Clear(g_c), s	7.1	40.4	40.4	3.1	39.2	21.7	6.1	33.6	18.2	15.9	14.5	23.1
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	479	464	231	489	414	353	1466	716	317	1699	758
V/C Ratio(X)	1.93	1.11	1.11	0.43	1.24	0.63	0.73	0.67	0.40	1.02	0.33	0.48
Avail Cap(c_a), veh/h	260	479	464	363	489	414	353	1466	716	317	1699	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	54.8	54.8	42.9	55.4	49.0	32.8	35.8	27.5	31.5	24.2	26.5
Incr Delay (d2), s/veh	432.5	73.4	74.1	1.3	122.8	7.0	7.5	1.3	0.4	56.4	0.5	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.1	27.4	26.6	1.3	34.7	9.3	5.4	14.4	6.8	11.4	6.1	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	480.5	128.2	128.9	44.1	178.2	56.0	40.3	37.0	27.9	87.9	24.7	28.6
LnGrp LOS	F	F	F	D	F	E	D	D	C	F	C	C
Approach Vol, veh/h		1544			963			1527			1239	
Approach Delay, s/veh		242.8			131.4			35.9			42.4	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	46.4	12.4	78.0	14.4	45.2	22.2	68.2
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 12	40.0	* 6.1	71.7	* 7.1	39.2	* 16	61.9
Max Q Clear Time (g_c+I1), s	5.1	42.4	8.1	25.1	9.1	41.2	17.9	35.6
Green Ext Time (p_c), s	0.1	0.0	0.0	6.7	0.0	0.0	0.0	10.0

Intersection Summary	
HCM 6th Ctrl Delay	115.4
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	36.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	1008	45	96	744	70	7	2	96	56	1	102
Future Vol, veh/h	129	1008	45	96	744	70	7	2	96	56	1	102
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	1120	50	107	827	78	8	2	107	62	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	905	0	0	1170	0	0	2059	2550	585	1927	2536	453
Stage 1	-	-	-	-	-	-	1431	1431	-	1080	1080	-
Stage 2	-	-	-	-	-	-	628	1119	-	847	1456	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	747	-	-	593	-	-	32	26	454	~ 40	27	554
Stage 1	-	-	-	-	-	-	141	198	-	233	293	-
Stage 2	-	-	-	-	-	-	437	280	-	323	193	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	747	-	-	593	-	-	18	17	454	~ 20	18	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	18	17	-	~ 20	18	-
Stage 1	-	-	-	-	-	-	114	160	-	188	240	-
Stage 2	-	-	-	-	-	-	284	230	-	197	156	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.3	44	$ 501.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	18	454	747	-	-	593	-	-	20	554
HCM Lane V/C Ratio	0.556	0.235	0.192	-	-	0.18	-	-	3.167	0.205
HCM Control Delay (s)	$ 349.9	15.3	11	-	-	12.4	-	-	$ 1375.5	13.2
HCM Lane LOS	F	C	B	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	1.5	0.9	0.7	-	-	0.7	-	-	8.3	0.8

Notes

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

Intersection	
Int Delay, s/veh	24.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1080	7	7	779	72	5	1	42	76	0	72
Future Vol, veh/h	96	1080	7	7	779	72	5	1	42	76	0	72
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	1200	8	8	866	80	6	1	47	84	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	1208	0	0	1867	2380	604	1737	2344	473
Stage 1	-	-	-	-	-	-	1418	1418	-	922	922	-
Stage 2	-	-	-	-	-	-	449	962	-	815	1422	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	721	-	-	573	-	-	45	34	441	~ 56	36	538
Stage 1	-	-	-	-	-	-	144	201	-	291	347	-
Stage 2	-	-	-	-	-	-	559	332	-	338	200	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	721	-	-	573	-	-	33	28	441	~ 42	30	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	28	-	~ 42	30	-
Stage 1	-	-	-	-	-	-	123	171	-	248	337	-
Stage 2	-	-	-	-	-	-	462	322	-	256	170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	35.6	$ 354.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	170	721	-	-	573	-	-	42	538
HCM Lane V/C Ratio	0.314	0.148	-	-	0.014	-	-	2.011	0.149
HCM Control Delay (s)	35.6	10.9	-	-	11.4	0.2	-	$ 677.6	12.9
HCM Lane LOS	E	B	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0	-	-	8.9	0.5

Notes

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

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 6th Edition methodology does not support Non-NEMA phasing.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1527	17	0	1212	0	1
Future Vol, veh/h	1527	17	0	1212	0	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	1697	19	0	1347	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1716	0	-	849
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	365	-	0	304
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	365	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	304	-	-	365	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	16.9	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1280	0	9	943	19	26	0	0	110	0	227
Future Volume (veh/h)	269	1280	0	9	943	19	26	0	0	110	0	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	1422	0	10	1048	21	28	0	0	122	0	252
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1881	839	197	1499	30	194	262	0	442	0	309
Arrive On Green	0.12	0.53	0.00	0.01	0.42	0.42	0.03	0.00	0.00	0.08	0.00	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3563	71	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	299	1422	0	10	523	546	28	0	0	122	0	252
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1858	1781	1870	0	1781	0	1585
Q Serve(g_s), s	6.7	24.2	0.0	0.2	18.6	18.6	1.0	0.0	0.0	4.3	0.0	11.7
Cycle Q Clear(g_c), s	6.7	24.2	0.0	0.2	18.6	18.6	1.0	0.0	0.0	4.3	0.0	11.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	1881	839	197	747	781	194	262	0	442	0	309
V/C Ratio(X)	0.74	0.76	0.00	0.05	0.70	0.70	0.14	0.00	0.00	0.28	0.00	0.82
Avail Cap(c_a), veh/h	639	3995	1782	418	1789	1871	315	425	0	709	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	14.2	0.0	14.1	18.3	18.3	27.3	0.0	0.0	23.5	0.0	29.6
Incr Delay (d2), s/veh	2.7	0.6	0.0	0.1	1.2	1.1	0.3	0.0	0.0	0.3	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.9	0.0	0.1	6.8	7.1	0.4	0.0	0.0	1.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	14.8	0.0	14.2	19.5	19.4	27.7	0.0	0.0	23.8	0.0	34.9
LnGrp LOS	B	B	A	B	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1721			1079			28			374	
Approach Delay, s/veh		15.2			19.4			27.7			31.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	15.3	5.5	45.2	6.8	19.5	13.8	36.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	17.5	10.5	86.5	7.5	27.5	19.5	77.5
Max Q Clear Time (g_c+I1), s	6.3	0.0	2.2	26.2	3.0	13.7	8.7	20.6
Green Ext Time (p_c), s	0.2	0.0	0.0	14.6	0.0	1.3	0.6	7.8

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1204	12	4	891	9	6
Future Vol, veh/h	1204	12	4	891	9	6
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1338	13	4	990	10	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1351	0	2343	1345
Stage 1	-	-	-	-	1345	-
Stage 2	-	-	-	-	998	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	509	-	40	185
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	509	-	39	185
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	29.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	161	-	-	509	-
HCM Lane V/C Ratio	0.104	-	-	0.009	-
HCM Control Delay (s)	29.9	-	-	12.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1142	39	6	851	2	59	0	11	17	2	25
Future Volume (veh/h)	51	1142	39	6	851	2	59	0	11	17	2	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1856	1870	1870	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	1269	43	7	946	2	66	0	12	19	2	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	2	3	2	2	2	2	7	2	2	2	2
Cap, veh/h	70	1300	44	152	1520	3	192	4	27	98	22	115
Arrive On Green	0.81	0.81	0.81	0.81	0.81	0.81	0.12	0.00	0.12	0.12	0.12	0.12
Sat Flow, veh/h	54	1596	54	419	1866	4	1180	29	220	514	177	921
Grp Volume(v), veh/h	1369	0	0	7	0	948	78	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1704	0	0	419	0	1870	1429	0	0	1611	0	0
Q Serve(g_s), s	84.3	0.0	0.0	0.0	0.0	28.3	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	112.6	0.0	0.0	1.9	0.0	28.3	6.8	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.04		0.03	1.00		0.00	0.85		0.15	0.39		0.57
Lane Grp Cap(c), veh/h	1413	0	0	152	0	1523	223	0	0	235	0	0
V/C Ratio(X)	0.97	0.00	0.00	0.05	0.00	0.62	0.35	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	1432	0	0	157	0	1544	223	0	0	235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	2.7	0.0	5.2	59.6	0.0	0.0	58.5	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.0	0.1	0.0	0.8	4.3	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.3	0.0	0.0	0.0	0.0	8.2	3.0	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	0.0	2.9	0.0	5.9	63.9	0.0	0.0	60.5	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1369			955			78			49	
Approach Delay, s/veh		29.5			5.9			63.9			60.5	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	125.3	23.0	125.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s	8.8	114.6	5.8	30.3
Green Ext Time (p_c), s	0.2	6.3	0.1	9.0

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	127.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	63	19	2	56	56	1796	7	27	1249	33
Future Vol, veh/h	40	1	63	19	2	56	56	1796	7	27	1249	33
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2	5	2	2	2	2	2
Mvmt Flow	44	1	70	21	2	62	62	1996	8	30	1388	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2571	3576	694	2879	3609	1002	1425	0	0	2004	0	0
Stage 1	1448	1448	-	2124	2124	-	-	-	-	-	-	-
Stage 2	1123	2128	-	755	1485	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 13	5	385	~ 7	5	241	458	-	-	282	-	-
Stage 1	136	195	-	51	89	-	-	-	-	-	-	-
Stage 2	217	89	-	367	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	385	~ 4	4	241	458	-	-	282	-	-
Mov Cap-2 Maneuver	~ 5	4	-	~ 4	4	-	-	-	-	-	-	-
Stage 1	118	174	-	44	77	-	-	-	-	-	-	-
Stage 2	135	77	-	267	167	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2003.4	$ 2836.8	0.4	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	458	-	-	5	385	14	282	-	-
HCM Lane V/C Ratio	0.136	-	-	9.111	0.182	6.111	0.106	-	-
HCM Control Delay (s)	14.1	-	-	$ 5056.5	16.4	$ 2836.8	19.3	-	-
HCM Lane LOS	B	-	-	F	C	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	7.4	0.7	11.7	0.4	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	30	30	8	384	30	0	61	1537	363	1	927	5
Future Volume (veh/h)	30	30	8	384	30	0	61	1537	363	1	927	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	33	9	427	33	0	66	1708	403	1	1030	5
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	63	17	465	488	0	281	1980	883	102	2020	10
Arrive On Green	0.04	0.04	0.04	0.26	0.26	0.00	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1781	1415	386	1781	1870	0	545	3554	1585	193	3626	18
Grp Volume(v), veh/h	33	0	42	427	33	0	66	1708	403	1	505	530
Grp Sat Flow(s),veh/h/ln	1781	0	1801	1781	1870	0	545	1777	1585	193	1777	1867
Q Serve(g_s), s	1.8	0.0	2.2	22.9	1.3	0.0	8.4	40.2	14.8	0.4	17.2	17.2
Cycle Q Clear(g_c), s	1.8	0.0	2.2	22.9	1.3	0.0	25.6	40.2	14.8	40.6	17.2	17.2
Prop In Lane	1.00		0.21	1.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	79	0	80	465	488	0	281	1980	883	102	990	1040
V/C Ratio(X)	0.42	0.00	0.53	0.92	0.07	0.00	0.23	0.86	0.46	0.01	0.51	0.51
Avail Cap(c_a), veh/h	327	0	331	536	563	0	306	2138	953	110	1069	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	45.9	35.2	27.3	0.0	21.3	18.5	12.9	35.8	13.4	13.4
Incr Delay (d2), s/veh	3.5	0.0	5.3	19.5	0.1	0.0	0.4	3.7	0.4	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	12.2	0.6	0.0	1.0	15.0	4.7	0.0	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	51.1	54.8	27.3	0.0	21.8	22.2	13.3	35.9	13.8	13.8
LnGrp LOS	D	A	D	D	C	A	C	C	B	D	B	B
Approach Vol, veh/h		75			460			2177			1036	
Approach Delay, s/veh		50.2			52.8			20.5			13.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.1		8.9		59.1		30.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.0		18.0		59.0		29.5				
Max Q Clear Time (g_c+I1), s		42.2		4.2		42.6		24.9				
Green Ext Time (p_c), s		12.4		0.2		5.6		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	88	0	63	9	1351	115	107	829	6
Future Vol, veh/h	0	0	6	88	0	63	9	1351	115	107	829	6
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	98	0	70	10	1501	128	119	921	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1934	2812	464	2284	2751	815	928	0	0	1629	0	0
Stage 1	1163	1163	-	1585	1585	-	-	-	-	-	-	-
Stage 2	771	1649	-	699	1166	-	-	-	-	-	-	-
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	40	18	545	~ 21	19	321	733	-	-	395	-	-
Stage 1	207	267	-	113	167	-	-	-	-	-	-	-
Stage 2	359	155	-	397	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	12	545	~ 16	13	321	733	-	-	395	-	-
Mov Cap-2 Maneuver	119	32	-	~ 97	112	-	-	-	-	-	-	-
Stage 1	204	187	-	111	165	-	-	-	-	-	-	-
Stage 2	277	153	-	274	186	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	11.7	109.3	0.1	2
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	733	-	-	-	545	97	321	395	-	-
HCM Lane V/C Ratio	0.014	-	-	-	0.012	1.008	0.218	0.301	-	-
HCM Control Delay (s)	10	-	-	0	11.7	173.7	19.3	18	-	-
HCM Lane LOS	A	-	-	A	B	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	6.1	0.8	1.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	24.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1837	29	105	1405
Future Vol, veh/h	16	253	1837	29	105	1405
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	2041	32	117	1561

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3072	1037	0	0	2073	0
Stage 1	2057	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 9	~ 228	-	-	265	-
Stage 1	84	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	~ 228	-	-	265	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	84	-	-	-	-	-
Stage 2	174	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 322.5	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	191	265	-
HCM Lane V/C Ratio	-	-	1.565	0.44	-
HCM Control Delay (s)	-	-	$ 322.5	28.9	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	19.3	2.1	-

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	9	1705	0	0	1236	6
Future Vol, veh/h	1	0	1	0	0	0	9	1705	0	0	1236	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	11	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	10	1894	0	0	1373	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2344	3291	690	2601	3294	947	1380	0	0	1894	0	0
Stage 1	1377	1377	-	1914	1914	-	-	-	-	-	-	-
Stage 2	967	1914	-	687	1380	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.12	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	3.41	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	19	9	367	12	9	262	493	-	-	311	-	-
Stage 1	153	211	-	70	114	-	-	-	-	-	-	-
Stage 2	273	114	-	403	210	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	9	367	12	9	262	493	-	-	311	-	-
Mov Cap-2 Maneuver	19	9	-	12	9	-	-	-	-	-	-	-
Stage 1	153	211	-	70	114	-	-	-	-	-	-	-
Stage 2	273	114	-	402	210	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	111.5	0	0.1	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	493	-	-	36	-	311	-	-
HCM Lane V/C Ratio	0.02	-	-	0.062	-	-	-	-
HCM Control Delay (s)	12.5	0	-	111.5	0	0	-	-
HCM Lane LOS	B	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑↑		↱
Traffic Vol, veh/h	1545	12	0	1222	0	7
Future Vol, veh/h	1545	12	0	1222	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	13	0	1328	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1679
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	117
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	117
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	37.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	117	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-
HCM Control Delay (s)	37.9	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	1328	941	81	43	86
Future Vol, veh/h	162	1328	941	81	43	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	1443	1023	88	47	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	2818	1023
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	1795	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	629	-	-	-	~ 20	286
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	146	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	629	-	-	-	~ 14	286
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	146	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	43
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	629	-	-	-	90	286
HCM Lane V/C Ratio	0.28	-	-	-	0.519	0.327
HCM Control Delay (s)	12.9	-	-	-	81.9	23.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	1.1	-	-	-	2.3	1.4

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	30	7	15	56	25	7	7	7	30	12	12
Future Volume (veh/h)	18	30	7	15	56	25	7	7	7	30	12	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	33	8	16	61	27	8	8	8	33	13	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	411	87	147	460	181	273	268	217	435	171	136
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	410	1028	217	137	1150	451	415	670	542	777	429	341
Grp Volume(v), veh/h	61	0	0	104	0	0	24	0	0	59	0	0
Grp Sat Flow(s),veh/h/ln	1655	0	0	1739	0	0	1627	0	0	1546	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.7	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.33		0.13	0.15		0.26	0.33		0.33	0.56		0.22
Lane Grp Cap(c), veh/h	768	0	0	788	0	0	758	0	0	743	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.13	0.00	0.00	0.03	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	768	0	0	788	0	0	758	0	0	743	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	8.6	0.0	0.0	8.2	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	0.0	0.0	8.9	0.0	0.0	8.3	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		61			104			24			59	
Approach Delay, s/veh		8.6			8.9			8.3			8.6	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.4		2.9		2.9		3.7				
Green Ext Time (p_c), s		0.0		0.2		0.2		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱		↱
Traffic Vol, veh/h	0	1371	979	41	0	43
Future Vol, veh/h	0	1371	979	41	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1490	1064	45	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1064
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	271
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	271
HCM Lane V/C Ratio	-	-	-	0.172
HCM Control Delay (s)	-	-	-	21
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	56.9

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	24	212	1508	27	77	1260
Future Vol, veh/h	24	212	1508	27	77	1260
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	-	-	-	205	-
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	9	2	2
Mvmt Flow	27	236	1676	30	86	1400

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2563	853	0	0	1706	0
Stage 1	1691	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 21	302	-	-	369	-
Stage 1	135	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 16	302	-	-	369	-
Mov Cap-2 Maneuver	~ 16	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	283	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	$ 744	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	107	369	-
HCM Lane V/C Ratio	-	-	2.451	0.232	-
HCM Control Delay (s)	-	-	$ 744	17.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	23.6	0.9	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	781	46	63	1371	2	85	0	57	0	0	1
Future Volume (veh/h)	1	781	46	63	1371	2	85	0	57	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	868	51	70	1523	2	94	0	63	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	1665	98	239	1778	2	687	0	716	0	0	716
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.45	0.00	0.45	0.00	0.00	0.45
Sat Flow, veh/h	342	3411	200	608	3642	5	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	1	452	467	70	743	782	94	0	63	0	0	1
Grp Sat Flow(s),veh/h/ln	342	1777	1834	608	1777	1869	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.4	26.2	26.2	13.4	55.2	55.2	5.8	0.0	3.4	0.0	0.0	0.1
Cycle Q Clear(g_c), s	55.6	26.2	26.2	39.6	55.2	55.2	5.9	0.0	3.4	0.0	0.0	0.1
Prop In Lane	1.00		0.11	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	89	867	895	239	867	913	687	0	716	0	0	716
V/C Ratio(X)	0.01	0.52	0.52	0.29	0.86	0.86	0.14	0.00	0.09	0.00	0.00	0.00
Avail Cap(c_a), veh/h	176	1321	1363	394	1321	1390	687	0	716	0	0	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	58.2	26.4	26.4	40.0	33.8	33.8	24.2	0.0	23.5	0.0	0.0	22.6
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.7	3.7	3.5	0.4	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.9	11.2	2.0	23.6	24.8	2.1	0.0	1.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	26.8	26.8	40.6	37.5	37.3	24.6	0.0	23.7	0.0	0.0	22.6
LnGrp LOS	E	C	C	D	D	D	C	A	C	A	A	C
Approach Vol, veh/h		920			1595			157			1	
Approach Delay, s/veh		26.9			37.5			24.2			22.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.3		77.7		72.3		77.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		111.5		29.5		111.5				
Max Q Clear Time (g_c+I1), s		7.9		57.6		2.1		57.2				
Green Ext Time (p_c), s		0.6		6.3		0.0		16.0				

Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	755	65	8	1530	0	0	0	4	0	0	1
Future Vol, veh/h	0	755	65	8	1530	0	0	0	4	0	0	1
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	-	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	839	72	9	1700	0	0	0	4	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	911	0	0	-	-	420	-	-	850
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	743	-	-	0	0	582	0	0	304
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	743	-	-	-	-	582	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.2	16.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	-	-	743	-	-	304
HCM Lane V/C Ratio	0.008	-	-	0.012	-	-	0.004
HCM Control Delay (s)	11.2	-	-	9.9	-	-	16.9
HCM Lane LOS	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	22.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	147	734	12	25	1339	20	3	1	23	19	1	332
Future Vol, veh/h	147	734	12	25	1339	20	3	1	23	19	1	332
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	360	-	150	75	-	150	0	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	2	2	2	2	3	2	2	2
Mvmt Flow	163	816	13	28	1488	22	3	1	26	21	1	369

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1510	0	0	829	0	0	1943	2708	408	2279	2699	744
Stage 1	-	-	-	-	-	-	1142	1142	-	1544	1544	-
Stage 2	-	-	-	-	-	-	801	1566	-	735	1155	-
Critical Hdwy	4.14	-	-	4.22	-	-	7.54	6.54	6.96	7.54	6.54	6.94
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	2.22	-	-	2.26	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	439	-	-	773	-	-	39	21	590	22	21	~ 357
Stage 1	-	-	-	-	-	-	213	273	-	120	175	-
Stage 2	-	-	-	-	-	-	344	170	-	377	269	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	439	-	-	773	-	-	-	13	590	~ 14	13	~ 357
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	13	-	~ 14	13	-
Stage 1	-	-	-	-	-	-	134	172	-	75	169	-
Stage 2	-	-	-	-	-	-	-	164	-	225	169	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	3	0.2		158.2
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	-	207	439	-	-	773	-	-	14	331
HCM Lane V/C Ratio	-	0.129	0.372	-	-	0.036	-	-	1.508	1.118
HCM Control Delay (s)	-	24.9	18	-	-	9.8	-	-	$ 809.5	121
HCM Lane LOS	-	C	C	-	-	A	-	-	F	F
HCM 95th %tile Q(veh)	-	0.4	1.7	-	-	0.1	-	-	3.3	14.5

Notes

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	5	655	8	57	1355	11	0	0	106	0	1	4
Future Vol, veh/h	5	655	8	57	1355	11	0	0	106	0	1	4
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	75	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	2	2	2	2	2	2	2	2
Mvmt Flow	6	728	9	63	1506	12	0	0	118	0	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1518	0	0	737	0	0	-	-	369	2014	2387	759
Stage 1	-	-	-	-	-	-	-	-	-	1638	1638	-
Stage 2	-	-	-	-	-	-	-	-	-	376	749	-
Critical Hdwy	4.14	-	-	4.3	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.3	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	436	-	-	814	-	-	0	0	628	34	34	349
Stage 1	-	-	-	-	-	-	0	0	-	105	157	-
Stage 2	-	-	-	-	-	-	0	0	-	617	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	436	-	-	814	-	-	-	-	628	26	31	349
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	26	31	-
Stage 1	-	-	-	-	-	-	-	-	-	104	145	-
Stage 2	-	-	-	-	-	-	-	-	-	494	411	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0.4	12.1	38.2
HCM LOS			B	E

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	628	436	-	-	814	-	-	114
HCM Lane V/C Ratio	0.188	0.013	-	-	0.078	-	-	0.049
HCM Control Delay (s)	12.1	13.4	-	-	9.8	-	-	38.2
HCM Lane LOS	B	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.7	0	-	-	0.3	-	-	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	11	44	705	1436	58	0	44
Future Vol, veh/h	11	44	705	1436	58	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	12	49	783	1596	64	0	49

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1660	1660	0	-	0	-	830
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	124	384	-	-	-	0	313
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	255	255	-	-	-	-	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	255	-	-	-	313
HCM Lane V/C Ratio	0.239	-	-	-	0.156
HCM Control Delay (s)	23.5	-	-	-	18.6
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.9	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Future Volume (veh/h)	186	368	144	212	685	137	81	476	149	230	935	760
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	409	160	236	761	152	90	529	166	256	1039	844
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	650	251	522	945	422	183	1320	693	437	1530	682
Arrive On Green	0.06	0.26	0.26	0.07	0.27	0.27	0.05	0.37	0.37	0.10	0.43	0.43
Sat Flow, veh/h	3456	2504	969	3456	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	207	289	280	236	761	152	90	529	166	256	1039	844
Grp Sat Flow(s),veh/h/ln	1728	1777	1696	1728	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.6	18.7	19.0	6.4	26.0	10.1	4.0	14.3	8.6	11.1	30.5	55.9
Cycle Q Clear(g_c), s	5.6	18.7	19.0	6.4	26.0	10.1	4.0	14.3	8.6	11.1	30.5	55.9
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	461	440	522	945	422	183	1320	693	437	1530	682
V/C Ratio(X)	0.53	0.63	0.64	0.45	0.81	0.36	0.49	0.40	0.24	0.59	0.68	1.24
Avail Cap(c_a), veh/h	399	669	639	546	1380	615	238	1320	693	538	1530	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	42.5	42.6	33.4	44.5	38.7	26.5	30.1	23.0	21.2	29.7	37.0
Incr Delay (d2), s/veh	1.2	1.7	1.9	0.6	2.6	0.6	2.0	0.2	0.2	1.2	1.3	118.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	8.2	8.0	2.7	11.4	3.9	1.8	6.0	3.1	4.6	12.7	42.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	44.2	44.5	34.0	47.1	39.3	28.5	30.4	23.2	22.4	31.0	155.8
LnGrp LOS	D	D	D	C	D	D	C	C	C	C	C	F
Approach Vol, veh/h		776			1149			785			2139	
Approach Delay, s/veh		42.2			43.4			28.6			79.2	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	39.7	12.1	62.2	15.0	40.5	19.8	54.5
Change Period (Y+Rc), s	* 7.3	6.0	* 6.3	6.3	* 7.3	6.0	* 6.3	6.3
Max Green Setting (Gmax), s	* 9.4	48.9	* 9.9	55.9	* 7.9	50.4	* 21	44.9
Max Q Clear Time (g_c+I1), s	8.4	21.0	6.0	57.9	7.6	28.0	13.1	16.3
Green Ext Time (p_c), s	0.1	4.1	0.1	0.0	0.0	6.6	0.4	4.9

Intersection Summary	
HCM 6th Ctrl Delay	56.6
HCM 6th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
Future Vol, veh/h	126	536	16	82	865	71	0	5	13	51	1	169
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	165	-	-	100	-	-	-	-	0	-	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	596	18	91	961	79	0	6	14	57	1	188

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1040	0	0	614	0	0	1548	2107	307	1764	2077	520
Stage 1	-	-	-	-	-	-	885	885	-	1183	1183	-
Stage 2	-	-	-	-	-	-	663	1222	-	581	894	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	664	-	-	961	-	-	78	51	689	~ 53	53	501
Stage 1	-	-	-	-	-	-	306	361	-	201	261	-
Stage 2	-	-	-	-	-	-	417	250	-	467	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	664	-	-	961	-	-	37	36	689	~ 36	38	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	36	-	~ 36	38	-
Stage 1	-	-	-	-	-	-	241	285	-	159	236	-
Stage 2	-	-	-	-	-	-	235	226	-	354	282	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.7	41.4	140.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	36	689	664	-	-	961	-	-	36	501
HCM Lane V/C Ratio	0.154	0.021	0.211	-	-	0.095	-	-	1.605	0.375
HCM Control Delay (s)	122.4	10.3	11.9	-	-	9.1	-	-	$ 542.4	16.4
HCM Lane LOS	F	B	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.5	0.1	0.8	-	-	0.3	-	-	6.2	1.7

Notes

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

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
Future Vol, veh/h	30	589	5	3	1030	48	2	0	17	73	0	28
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	225	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	654	6	3	1144	53	2	0	19	81	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1197	0	0	660	0	0	1301	1926	330	1570	1903	599
Stage 1	-	-	-	-	-	-	723	723	-	1177	1177	-
Stage 2	-	-	-	-	-	-	578	1203	-	393	726	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	579	-	-	924	-	-	118	66	666	~ 75	68	445
Stage 1	-	-	-	-	-	-	384	429	-	203	263	-
Stage 2	-	-	-	-	-	-	468	256	-	603	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	579	-	-	924	-	-	104	62	666	~ 69	64	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	62	-	~ 69	64	-
Stage 1	-	-	-	-	-	-	362	405	-	191	260	-
Stage 2	-	-	-	-	-	-	431	253	-	553	404	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	13.9	197.1
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	425	579	-	-	924	-	-	69	445
HCM Lane V/C Ratio	0.05	0.058	-	-	0.004	-	-	1.176	0.07
HCM Control Delay (s)	13.9	11.6	-	-	8.9	0	-	267.4	13.7
HCM Lane LOS	B	B	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	6.3	0.2

Notes

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

HCM 6th Edition methodology does not support Non-NEMA phasing.

HCM 6th Edition methodology cannot be performed with phasing conflicts.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	783	6	0	1447	0	1
Future Vol, veh/h	783	6	0	1447	0	1
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	7	2	2	10	2
Mvmt Flow	870	7	0	1608	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	435
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	569
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	569
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	569	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Future Volume (veh/h)	12	771	0	14	1384	0	50	0	0	13	0	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
Arrive On Green	0.02	0.59	0.00	0.02	0.59	0.00	0.05	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1781	1870	0	1781	0	1585
Grp Volume(v), veh/h	13	857	0	15	1538	0	54	0	0	14	0	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Cycle Q Clear(g_c), s	0.2	8.7	0.0	0.2	20.8	0.0	1.9	0.0	0.0	0.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	2094	934	436	2101	0	243	89	0	309	0	119
V/C Ratio(X)	0.06	0.41	0.00	0.03	0.73	0.00	0.22	0.00	0.00	0.05	0.00	0.52
Avail Cap(c_a), veh/h	643	4667	2082	604	4187	0	332	519	0	670	0	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	7.4	0.0	5.8	9.8	0.0	28.2	0.0	0.0	25.9	0.0	29.7
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.1	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	0.0	0.1	5.6	0.0	0.8	0.0	0.0	0.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	7.5	0.0	5.8	10.3	0.0	28.6	0.0	0.0	25.9	0.0	33.2
LnGrp LOS	A	A	A	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		870			1553			54			76	
Approach Delay, s/veh		7.6			10.3			28.6			31.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	7.7	5.7	43.8	7.7	9.5	5.6	43.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	18.5	7.5	87.5	6.5	30.5	16.5	78.5
Max Q Clear Time (g_c+I1), s	2.5	0.0	2.2	10.7	3.9	4.5	2.2	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	6.6	0.0	0.3	0.0	16.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	746	7	6	1339	16	2
Future Vol, veh/h	746	7	6	1339	16	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	829	8	7	1488	18	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	837	0	2335	833
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	1502	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	797	-	40	369
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	203	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	38	369
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	193	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	-	-	797	-
HCM Lane V/C Ratio	0.137	-	-	0.008	-
HCM Control Delay (s)	33.5	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Future Volume (veh/h)	25	605	123	59	1193	0	159	4	47	17	2	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	672	137	66	1326	0	177	4	52	19	2	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	40	787	157	133	1463	0	214	4	50	95	25	176
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	18	1006	200	674	1870	0	1100	25	323	398	160	1143
Grp Volume(v), veh/h	837	0	0	66	1326	0	233	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1224	0	0	674	1870	0	1448	0	0	1701	0	0
Q Serve(g_s), s	33.9	0.0	0.0	0.0	74.3	0.0	16.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	108.2	0.0	0.0	63.5	74.3	0.0	21.5	0.0	0.0	4.7	0.0	0.0
Prop In Lane	0.03		0.16	1.00		0.00	0.76		0.22	0.30		0.67
Lane Grp Cap(c), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
V/C Ratio(X)	0.85	0.00	0.00	0.49	0.91	0.00	0.87	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	984	0	0	133	1463	0	268	0	0	295	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.2	11.4	0.0	59.5	0.0	0.0	52.2	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	2.8	8.5	0.0	29.9	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	0.0	1.1	25.8	0.0	10.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	13.1	19.9	0.0	89.4	0.0	0.0	53.8	0.0	0.0
LnGrp LOS	C	A	A	B	B	A	F	A	A	D	A	A
Approach Vol, veh/h		837			1392			233			64	
Approach Delay, s/veh		20.9			19.6			89.4			53.8	
Approach LOS		C			B			F			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		114.0		26.0		114.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.5		109.5		21.5		109.5				
Max Q Clear Time (g_c+I1), s		23.5		110.2		6.7		76.3				
Green Ext Time (p_c), s		0.0		0.0		0.2		17.2				

Intersection Summary												
HCM 6th Ctrl Delay			27.3									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	27.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
Future Vol, veh/h	23	1	56	4	0	7	83	1130	23	35	1803	49
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	-	-	0	-	-	-	240	-	-	225	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	62	4	0	8	92	1256	26	39	2003	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2893	3547	1002	2533	3588	641	2057	0	0	1282	0	0
Stage 1	2081	2081	-	1453	1453	-	-	-	-	-	-	-
Stage 2	812	1466	-	1080	2135	-	-	-	-	-	-	-
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	~ 7	6	241	14	5	417	269	-	-	537	-	-
Stage 1	55	94	-	137	194	-	-	-	-	-	-	-
Stage 2	339	191	-	233	88	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	4	241	6	3	417	269	-	-	537	-	-
Mov Cap-2 Maneuver	~ 5	4	-	6	3	-	-	-	-	-	-	-
Stage 1	36	87	-	90	128	-	-	-	-	-	-	-
Stage 2	219	126	-	158	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1018.6	$ 460	1.7	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	269	-	-	5	241	16	537	-	-
HCM Lane V/C Ratio	0.343	-	-	5.333	0.258	0.764	0.072	-	-
HCM Control Delay (s)	25.2	-	$	3336.7	25.1	$ 460	12.2	-	-
HCM Lane LOS	D	-	-	F	D	F	B	-	-
HCM 95th %tile Q(veh)	1.5	-	-	4.8	1	1.9	0.2	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	30	30	372	30	1	115	909	260	0	1520	10
Future Volume (veh/h)	5	30	30	372	30	1	115	909	260	0	1520	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	33	33	413	33	1	125	1010	289	0	1689	11
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	47	47	459	466	14	118	1726	770	108	1758	11
Arrive On Green	0.05	0.05	0.05	0.26	0.26	0.26	0.49	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1781	858	858	1781	1806	55	288	3554	1585	424	3619	24
Grp Volume(v), veh/h	5	0	66	413	0	34	125	1010	289	0	829	871
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1781	0	1861	288	1777	1585	424	1777	1866
Q Serve(g_s), s	0.2	0.0	2.5	15.0	0.0	0.9	2.3	13.7	7.7	0.0	30.1	30.2
Cycle Q Clear(g_c), s	0.2	0.0	2.5	15.0	0.0	0.9	32.5	13.7	7.7	0.0	30.1	30.2
Prop In Lane	1.00		0.50	1.00		0.03	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	98	0	94	459	0	480	118	1726	770	108	863	906
V/C Ratio(X)	0.05	0.00	0.70	0.90	0.00	0.07	1.06	0.59	0.38	0.00	0.96	0.96
Avail Cap(c_a), veh/h	479	0	462	492	0	514	118	1726	770	108	863	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	31.1	24.0	0.0	18.8	33.4	12.4	10.8	0.0	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.0	9.2	18.5	0.0	0.1	100.6	0.5	0.3	0.0	21.5	21.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	8.2	0.0	0.4	5.1	4.4	2.2	0.0	14.5	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	40.2	42.5	0.0	18.8	134.0	12.9	11.1	0.0	38.1	37.7
LnGrp LOS	C	A	D	D	A	B	F	B	B	A	D	D
Approach Vol, veh/h		71			447			1424			1700	
Approach Delay, s/veh		39.5			40.7			23.2			37.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		8.2		37.0		21.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.0		32.5		18.5				
Max Q Clear Time (g_c+I1), s		34.5		4.5		32.2		17.0				
Green Ext Time (p_c), s		0.0		0.2		0.3		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	0	22	141	1	23	41	719	28	28	1366	66
Future Vol, veh/h	4	0	22	141	1	23	41	719	28	28	1366	66
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	-	-	125	-	-	125	115	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	24	157	1	26	46	799	31	31	1518	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2109	2539	796	1728	2560	415	1591	0	0	830	0	0
Stage 1	1617	1617	-	907	907	-	-	-	-	-	-	-
Stage 2	492	922	-	821	1653	-	-	-	-	-	-	-
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	29	27	330	~ 57	26	586	408	-	-	798	-	-
Stage 1	108	161	-	297	353	-	-	-	-	-	-	-
Stage 2	527	347	-	335	154	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	23	330	~ 47	22	586	408	-	-	798	-	-
Mov Cap-2 Maneuver	89	128	-	178	93	-	-	-	-	-	-	-
Stage 1	96	155	-	263	313	-	-	-	-	-	-	-
Stage 2	446	308	-	298	148	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	21.5	82.9	0.8	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	408	-	-	89	330	177	586	798	-	-
HCM Lane V/C Ratio	0.112	-	-	0.05	0.074	0.891	0.044	0.039	-	-
HCM Control Delay (s)	14.9	-	-	47.6	16.8	94.5	11.4	9.7	-	-
HCM Lane LOS	B	-	-	E	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	0.2	6.6	0.1	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	253	1521	29	105	1157
Future Vol, veh/h	16	253	1521	29	105	1157
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	-	-	-	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	9	2	2
Mvmt Flow	18	281	1690	32	117	1286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2583	861	0	0	1722	0
Stage 1	1706	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	21	299	-	-	363	-
Stage 1	132	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	363	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.3	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	363	-
HCM Lane V/C Ratio	-	-	1.154	0.321	-
HCM Control Delay (s)	-	-	145.3	19.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	13.4	1.4	-

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	15	0	0	0	17	834	0	1	2184	7
Future Vol, veh/h	1	0	15	0	0	0	17	834	0	1	2184	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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	0	0	0	19	927	0	1	2427	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2935	3398	1218	2181	3402	464	2435	0	0	927	0	0
Stage 1	2433	2433	-	965	965	-	-	-	-	-	-	-
Stage 2	502	965	-	1216	2437	-	-	-	-	-	-	-
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	7	7	172	26	7	545	190	-	-	733	-	-
Stage 1	32	62	-	274	331	-	-	-	-	-	-	-
Stage 2	520	331	-	192	61	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	6	172	22	6	545	190	-	-	733	-	-
Mov Cap-2 Maneuver	6	6	-	22	6	-	-	-	-	-	-	-
Stage 1	29	62	-	247	298	-	-	-	-	-	-	-
Stage 2	468	298	-	173	61	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	83.2	0	0.5	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	190	-	-	63	-	733	-	-
HCM Lane V/C Ratio	0.099	-	-	0.282	-	0.002	-	-
HCM Control Delay (s)	26	-	-	83.2	0	9.9	-	-
HCM Lane LOS	D	-	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1	-	0	-	-

HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	980	17	0	1228	0	7
Future Vol, veh/h	980	17	0	1228	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	18	0	1335	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	491
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Control Delay (s)	12.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	145	768	1361	72	30	60
Future Vol, veh/h	145	768	1361	72	30	60
Conflicting Peds, #/hr	0	0	0	0	30	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	835	1479	78	33	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1557	0	-	0	2282	779
Stage 1	-	-	-	-	1518	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	421	-	-	-	33	339
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	421	-	-	-	~ 21	339
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	421	-	-	-	82	339
HCM Lane V/C Ratio	0.374	-	-	-	0.398	0.192
HCM Control Delay (s)	18.6	-	-	-	75.3	18.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	-	1.6	0.7

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↱		↱
Traffic Vol, veh/h	0	798	1403	36	0	30
Future Vol, veh/h	0	798	1403	36	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	1525	39	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1525
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	144
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	144
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	144
HCM Lane V/C Ratio	-	-	-	0.226
HCM Control Delay (s)	-	-	-	37.2
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	0.8

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	116	751	23	198	1963
Future Vol, veh/h	12	116	751	23	198	1963
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	-	-	-	205	-
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	13	129	834	26	220	2181

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2378	430	0	0	860	0
Stage 1	847	-	-	-	-	-
Stage 2	1531	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	29	573	-	-	777	-
Stage 1	381	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	573	-	-	777	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	118	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	92.9	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	165	777	-
HCM Lane V/C Ratio	-	-	0.862	0.283	-
HCM Control Delay (s)	-	-	92.9	11.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	6	1.2	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	37	168	32	59
Demand Flow Rate, veh/h	37	171	32	60
Vehicles Circulating, veh/h	49	32	71	60
Vehicles Exiting, veh/h	71	71	15	143
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.8	3.0	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	37	171	32	60
Cap Entry Lane, veh/h	1313	1336	1283	1298
Entry HV Adj Factor	0.992	0.983	0.993	0.982
Flow Entry, veh/h	37	168	32	59
Cap Entry, veh/h	1301	1312	1275	1274
V/C Ratio	0.028	0.128	0.025	0.046
Control Delay, s/veh	3.0	3.8	3.0	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0